Metra

Metropolitan Rail

Metra SYSTEMWIDE COMMUTER RAIL PARKING INVENTORY/ASSESSMENT

FINAL REPORT

Submitted by

KNIGHT

In association with

Gandhi and Associates

DRAFT

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EXECUTIVE SUMMARY

The Systemwide Commuter Rail Parking Inventory/Assessment is an inventory of all parking lots including related parking areas and facilities at 208 Metra stations and an assessment of the condition of these parking areas. The inventory includes measurement of the capacity and utilization rate at each of over 860 commuter parking locations in the Metra service area, and determination of the attributes of each inventoried parking location in relation to the associated rail station for all locations. The assessment includes evaluation of the condition of the parking areas, establishment of appropriate needs criteria based on parking utilization rates and physical conditions, cost estimates to achieve alternative levels of physical conditions, identification of those sites most in need of rehabilitation or expansion, and recommendations for future action by Metra to achieve an appropriate level of service at commuter rail stations and parking sites in its service area. The project was completed utilizing an extensive process of community contact and information certification. The documentation of the project includes the following:

- Final Report
- Users Manual and Data Base
- Station Atlas
- Update Procedures Manual

The major findings of the Inventory/Assessment are as follows:

- 208 stations
  186 stations with parking

- 861 parking lots
  Average 4+ lots per station

- 54,000 parking spaces inventoried
  Average 290 spaces per station with parking

- Average 554 boardings per station
  55% commuters access rail by drive and park

- 45,600 parked cars
  Average 245 cars per station with parking

- Systemwide 84% use rate of commuter parking capacity

It was concluded that facilities and support improvements are required to support Metra's goals of increasing market share, augmenting revenues, making rail travel more attractive, and improving the quality of passenger amenities.

Facilities and support recommendations resulting from the analysis and assessment are:

- Provide full funding to expedite planned and programmed parking improvements.

- Initiate negotiations with local officials to implement identified parking management options.

- Begin land acquisition and planning for construction of new commuter parking facilities where feasible. Implement protective land acquisition program.

- Pursue joint development as a demonstration project at up to two stations experiencing commercial growth.

- Construct reliever stations where management or conventional options are not possible.

- Develop a prioritized program for maintenance and improvement of existing publicly owned off-street lots based on surface condition and need.

- Begin upgrading of unpaved lots to paved condition to improve service quality.

- Establish a local liaison position within Metra with responsibility for commuter parking issues.

- Continue and expand the role of the interagency parking committee to coordinate access development.

- Undertake a marketing study with PACE to identify consumer acceptance and desirable features of feeder bus, remote parking, and ridesharing opportunities.

- Continue the practice of periodic updates of the commuter parking inventory.

Service enhancement opportunities are discussed in terms of their applicability and impact on the Metra system. This project is the initial phase in the development of a comprehensive parking policy and program by Metra which recognizes the importance of station access to overall rail service quality.

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CHAPTER I: PROJECT PURPOSE AND OBJECTIVES

Introduction

The availability and quality of vehicle parking plays an important role in shaping the overall service provided by the commuter rail system. Consumer acceptance of the rail mode can be impeded if the commuter is unable to find convenient and reasonably priced parking in the vicinity of the station. Considering the importance of parking to commuter rail service quality, it was desirable that a thorough understanding and assessment of systemwide commuter rail parking facilities be undertaken and an appropriate policy response be formulated and implemented by Metra.

Key among Metra's objectives is the improvement of passenger amenities, particularly access to its services. Achievement of this objective also supports Metra's goals of increased market share, providing an effective alternative to auto travel, expansion of its revenue base, and improved service. A critical determinant of passenger access to Metra services is the availability of adequate and competitively priced parking facilities at each commuter rail station. Over 55% of Metra's passengers either drive or are driven to the train.

Metra's aggressive marketing campaign has emphasized the comfort, convenience, and service quality of the commuter rail system. Clearly, passenger access to its services, and particularly the cost and availability of parking within a reasonable walking distance of the station influences commuters' decisions.

The purpose of this study is a quantitative and qualitative assessment and evaluation of the existing commuter parking facilities which support Metra's commuter rail services. This assessment was based on current information pertaining to the number, size, condition, cost, and use of the present parking facilities serving commuters. An inventory of all parking facilities serving 208 Metra stations in northeastern Illinois was conducted during the Fall of 1986 and the Spring of 1987. This inventory was used to develop a consistent and comprehensive data base on parking facilities which formed the basis for an analysis of access conditions to the line haul rail mode. The inventory and assessment was performed by Lester B. Knight & Associates, Inc. (Knight) with assistance provided by Gandhi and Associates (Gandhi).

A straightforward updating procedure was developed based on Knight's review of the field methods and experience during the data collection phase. The updating procedure enables Metra to maintain the data base. Finally, an assessment of parking conditions and the need for and costs of improvement or expansion of parking facilities around key stations was undertaken. This assessment focused on developing and applying appropriate parking service criteria to determine needed improvements based on the physical condition of all parking facilities and the available capacity at individual stations. The results of this inventory and analysis are summarized in this Final Report. Recommendations which can be implemented by Metra are also presented.

Project Approach

Metra's project objectives were accomplished in four major phases including:

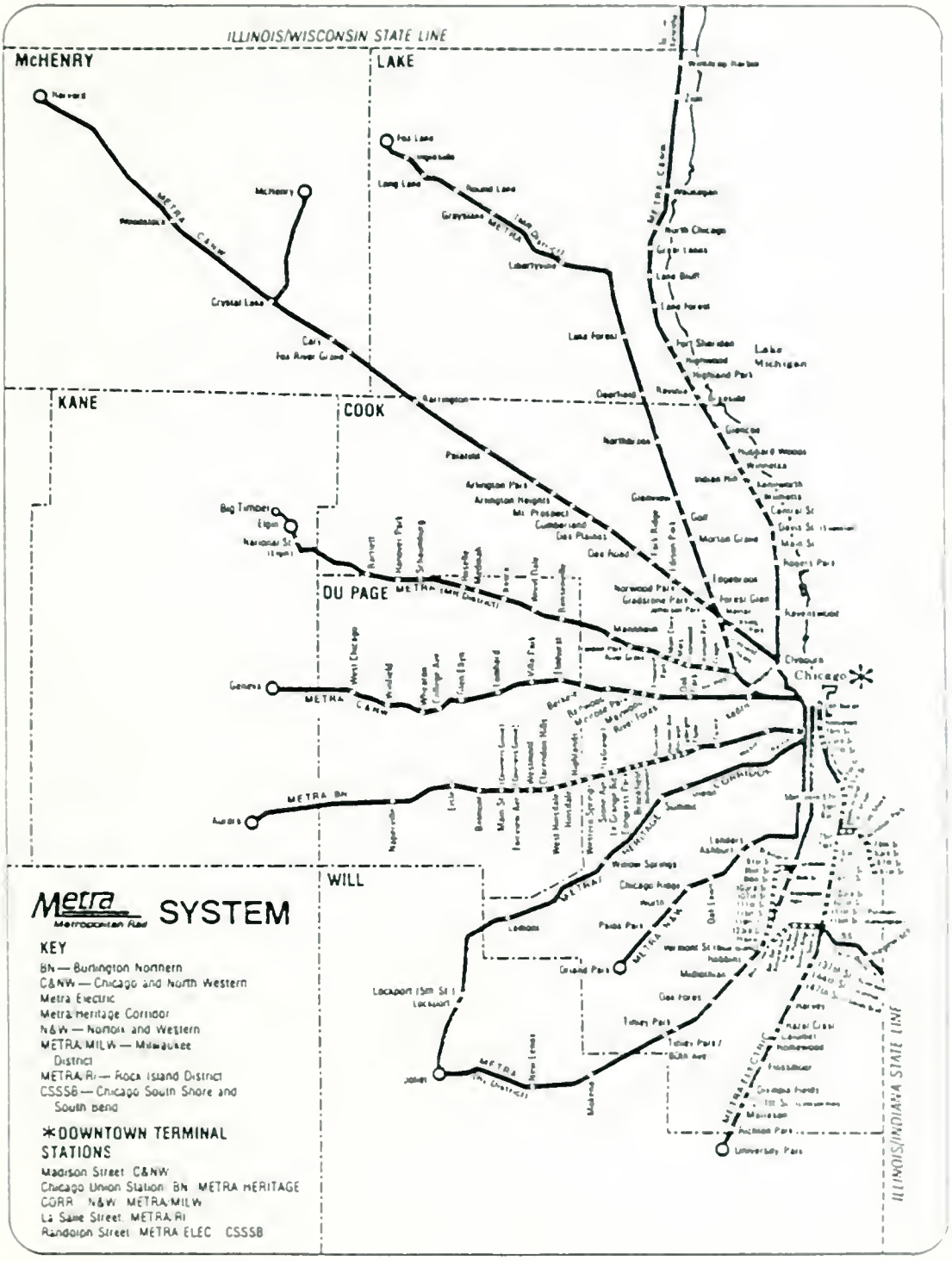
I. Survey and Inventory
II. Data Base Development
III. Update Procedures
IV. Facility Assessment

The Survey and Inventory Phase provided the basic data required to describe the existing parking facilities serving commuter rail users including parking lot capacity, use, available amenities, and parking lot conditions. Parking conditions at Metra's 208 stations outside the Chicago Central Business District (CBD) were surveyed. A map of the Metra system is provided as Exhibit 1. The survey and inventory phase was designed to identify all designated, nondesignated, and creative parking locations and to quantify them according to capacity and current usage. Both public and privately owned facilities as well as "on and off" street locations used by commuters were incorporated into the inventory. Specific lot characteristics inventoried included location, size, use, condition, ownership, fees, and maintenance responsibilities. Station amenities inventoried included signage, telephones, bus oriented facilities, feeder services, and other commuter conveniences such as accessible transit maps and schedules. Data collection procedures and field survey methods are summarized in this report and described in the Update Procedures Manual.

The goal of the Data Base Development Phase was the design and creation of a microcomputer data base incorporating all the inventory data items associated with each station and each commuter parking location. A multi-layered relational data base was created to facilitate easy access to all relevant parking data. The data base includes unique station and lot codes which allow the individual data items to be combined to produce useful statistical summaries. An important aspect of the data base is a Station Atlas which consists of a comprehensive set of consistently formatted and indexed maps for each station identifying all parking locations used by commuters. This atlas is indexed to allow easy comparison of the geographic location of each lot with the computer data base and its associated detailed descriptive data. Station area maps for each of the 208 stations are provided in the Station Atlas report. The data base Users Manual provides supporting material and documentation relating to the use of the microcomputer parking data base.

The Update Procedures Phase provides Metra with the methodology and necessary materials to allow periodic updating of the entire inventory and partial updating of individual station and/or parking lot data on a regular basis. These procedures are oriented towards technical staff who may be unfamiliar with the original data collection methods or with the existing parking data base. The Update Procedures Manual and the data base Users Manual together provide a workable explanation of how new information may be entered and retained in the commuter parking data base.

EXHIBIT 1


ILLINOIS/WISCONSIN STATE LINE
McHENRY
LAKE
KANE
COOK
DU PAGE
WILL
Chicago
Lake Michigan
ILLINOIS/INDIANA STATE LINE
Metra SYSTEM
Metropolitan Rail
KEY
BN — Burlington Northern
C&NW — Chicago and North Western
Metra Electric
Metra/Heritage Corridor
N&W — Norfolk and Western
METRA/MILW — Milwaukee District
METRA/RI — Rock Island District
CSSSB — Chicago South Shore and South Bend
*DOWNTOWN TERMINAL STATIONS
Madison Street: C&NW
Chicago Union Station: BN, METRA HERITAGE CORR., N&W, METRA/MILW
La Salle Street: METRA/RI
Randolph Street: METRA ELEC., CSSSB

The goal of the Facility Assessment Phase was to evaluate existing facilities and to generate a parking action plan which would assist Metra in maximizing the ridership and revenue impacts of improvements to and expansion of commuter parking facilities. The assessment is based on the capacity needs of stations with inadequate parking and the physical condition of existing lots. The systemwide costs associated with maintaining and upgrading existing lots and/or building new lots at stations with identified capacity deficiencies were estimated. Recommended parking improvements were developed focusing on the access enhancement needed at selected Metra stations.

Knight maintained strong contacts throughout the project with Metra staff through regular meetings of the Metra Parking Committee and presentations to the Metra Interagency Parking Steering Committee and the Metra Board. These meetings were scheduled at key decision points as well as for presentation of results. The Metra parking committee reviewed all intermediate products and provided input to the field methods, data collection, data base development, and analysis phases of the project.

Organization of the Final Report

This report summarizes the approach, methods, and results developed during the course of the project. Chapter II describes the survey design, surveyor training, field data collection, and quality control procedures. Chapter III outlines the development of the data base, explains its structure, and provides the basic definitions of all data items. Chapter IV provides statistical summaries of the parking inventory around each station and suggests those types of analysis for which this inventory and data base is suited. In Chapter V the physical condition of all commuter lots is summarized and improvement needs assessed. Chapter VI describes those stations determined to have insufficient parking capacity and evaluates the feasibility of a series of capacity enhancement options. The final chapter summarizes study findings and recommendations.

Supporting Documents

Three supporting documents have been prepared which provide additional information beyond that contained in this Final Report. These are the Station Atlas which contains maps of each station showing the location of all inventoried commuter parking. A Users Manual describes the operation of the computer data base. Finally, an Update Procedures Manual describes the field methods developed to collect the parking data and provides the forms needed to maintain the data base and inventory.

CHAPTER II: SURVEY DESIGN AND DATA COLLECTION

An inventory of existing parking facilities and their condition was conducted at 208 Metra commuter stations. All Illinois stations outside the Chicago CBD were inventoried.

Preparing for the Inventory

The magnitude of this effort meant that a significant amount of preparatory work was required prior to sending survey teams into the field. The purpose of this preparatory work was to provide the survey teams with information on the parking characteristics and geography of each station to facilitate the field work. In particular this information consisted of a map showing the station location and the street and roadway network in the immediate vicinity of the station. This field working map also described the location of probable commuter parking facilities based on previous surveys, the initial village interviews, and preliminary reconnaissance of the station area by the Knight team.

The Village Interviews and Preliminary Field Reconnaissance

Municipal officials familiar with the commuter parking characteristics in the community were notified of the study objectives in an initial mailing following project start-up. A copy of this introductory letter is shown as Exhibit 2. Individual interviews were arranged with local officials in each suburban community served by a commuter rail station.

The introductory letter explaining the study was prepared by Knight and distributed to municipalities and villages with commuter stations under Metra letterhead and signed by Metra's Executive Director. Knight followed this mailing by contacting appropriate local officials to arrange personal interviews to obtain basic information on all commuter parking facilities located in each community. A copy of the village interview form is provided as Exhibit 3.

The purpose of this interview was 1) to obtain base maps of each suburban municipality for use in developing the commuter parking working map and 2) to begin assembling information on the location and type of commuter parking facilities around each station.

These initial village interviews proved extremely useful in generating basic locational and mapping information for use by the field survey teams. Knight engineers and planners familiar with commuter rail operations and parking conditions were assigned to conduct the suburban village interviews. In addition, the municipal contacts generated at this early stage in the study provided a means for verification of field data as a follow-up exercise later in the project.

EXHIBIT 2

Metra
Metropolitan Rail 547 W. Jackson Blvd. Chicago, Illinois 60606 Telephone 312 322-6900

October 17, 1986

Metra is pleased to announce the start-up of the Metra Commuter Rail Parking Study and to introduce our consultant for this project. The purpose of the project is to assemble information on the availability, use and condition of public and privately provided parking at each of Metra's 207 stations outside the Chicago Central Business District.

Survey teams will be in the field collecting basic data on each facility from October 20 through November 21. In order to obtain accurate information on the station(s) located in your community, we are asking your assistance in three ways.

First, we ask that you or your designated representative be available for a short interview with representatives of Lester B. Knight & Associates, Inc. (Knight) regarding the location and use of commuter parking facilities in your community.

Second, we request that you provide Knight two copies of your official municipal or village map.

Finally, we request that you mark on one of the municipal maps all those locations in your community currently utilized primarily by commuter rail users for parking. Please include non-designated parking locations as well as those designated specifically for use by rail commuters. All off-street, on-street, public and private parking locations should be located on the maps since all locations will be surveyed during this project.

The consultant staff will be contacting you directly to make arrangements to collect the maps and to conduct the short interview. The information you provide will form the basis of the field work. Information on the location, size, use and amenities available at each station and parking location will be inventoried by Knight survey teams.

We appreciate your cooperation in this important project. Working together we can improve the parking services available to commuters. Please feel free to call Mr. David Zavattero, Project Manager at Knight, at (312) 346-2100 if you have any questions or require additional information.

Sincerely,

James E. Cole
Executive Director

Metra

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I. LOCAL OFFICIAL INTERVIEW FORM
PART A: STATIONS

1. Village/Town/Municipality _____

2. RR Line _____

3. Station _____ Code _____

4. Village Map (2 copies) Y ☐ N ☐

5. Location of Lots Specified Y ☐ N ☐

6. Subscription Status

   a. Does village maintain subscription waiting list Y ☐ N ☐

   b. Is list by municipality Y ☐ N ☐

      Average # names onlist

   c. Is list by lot/location Y ☐ N ☐

      (see Part B-Lots)

7. Village Contact

   Name _____

   Title _____

   Mailing address _____

   _____

   Telephone ( ) _____

8. Date of Interview _____ Time _____

   Interviewer _____

EXHIBIT 3 (1 of 2)

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I. LOCAL OFFICIAL INTERVIEW FORM
PART B: LOTS

1. Village _____
2. Line _____
3. Station _____
4. Type of Lot — Lot # _____ Lot # _____ Lot # _____ Lot # _____
   - Off street ☐ ☐ ☐ ☐
   - On street ☐ ☐ ☐ ☐
6. Lot Address _____ _____ _____ _____
7. Ownership (specify)
   - Municipal ☐ ☐ ☐ ☐
   - Other public agency ☐ ☐ ☐ ☐
   - Carrier ☐ ☐ ☐ ☐
   - Private ☐ ☐ ☐ ☐
     - Multiple owner _____ _____ _____ _____
       - Lessee _____ _____ _____ _____
       - Leasor _____ _____ _____ _____
   - Other ☐ ☐ ☐ ☐
   - Unknown ☐ ☐ ☐ ☐
8. Fees
   - $/time period ___/___ ___/___ ___/___ ___/___
   - Collected by _____ _____ _____ _____
   - Collection method _____ _____ _____ _____
     (meter, sticker, collection board, gate, attendant, other)

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Lot # _____ Lot # _____ Lot # _____ Lot # _____

9. Subscription Status
   - a. Lot waiting list — Y ☐ ☐ ☐ ☐ / N ☐ ☐ ☐ ☐
   - b. # names on list _____ _____ _____ _____
10. Maintenance Responsibility (specify)
    - a. Periodic (landscape, refuse, snow) _____ _____ _____ _____
    - b. Major (repave, regrade, repair) _____ _____ _____ _____
    - c. Utilities (electricity _____ _____ _____ _____
    - d. Comments (special cares) _____ _____ _____ _____
11. Surface Improvements
    - Type of last improvement _____ _____ _____ _____
    - Year _____ _____ _____ _____
12. Comments/Notes _____

EXHIBIT 3 (2 of 2)

For stations located in the City of Chicago or in unincorporated areas a preliminary field reconnaissance was conducted to obtain equivalent information. Since many city stations are located in relatively dense areas with significant levels of on-street parking it was necessary to develop a set of evaluative criteria to limit the scope of the search for potential commuter parking locations. These criteria are summarized in Exhibit 4. In general, the criteria limited the on-street parking search around city stations to a two block radius from station entrances. It was felt that this limit defined the extent of a "reasonable" walking distance to these stations.

Station Area Work Maps

Working maps were prepared for each station showing station location and the surrounding area. Information from the Knight reconnaissance and the village interviews was supplemented by data from the 1981 Regional Transportation Authority (RTA) parking inventory to identify preliminary parking locations on these maps. These maps identified the station, surrounding streets and landmarks, as well as individual parking locations from the preliminary review.

Based on the working maps, comments by local officials and Metra staff, and field inspections by the Knight team, a field map was prepared for each station. This map represented the first cut effort to identify all locations used by commuters for parking and formed the basis for the survey team's inventory efforts in the field.

Design of Survey Instruments

Appropriate data collection forms were designed for use in the field survey effort. These inventory forms were used to collect information on lot capacity and use, physical characteristics, amenities, condition, fees, ownership, and maintenance responsibilities. Metra reviewed the forms and provided comments prior to the forms use in the field. Based on this review the forms were revised prior to the initial field test.

The Knight team tested the preliminary data collection survey forms and methodology at the Des Plaines and Cumberland stations on the CNW-NW line. These stations were selected as representative of typical station and parking conditions. Necessary changes were incorporated into the data collection forms and methods and final forms were prepared for field use.

Surveyor Training

Appropriate training materials were prepared for use in explaining the purpose of the study and describing the field data collection forms and methods to the field survey teams. Interviews were held to assemble a responsible team of surveyors with the basic mathematical and geographic skills and familiarity with the commuter rail system necessary to insure survey quality. A one day training session was conducted by the Knight team on October 27, 1986. This session included classroom presentations by supervisory staff as well as on site testing to insure accuracy and consistency in methods. The basic data items were defined, each form explained, and proper coding and field procedures were reviewed.

EXHIBIT 4

City of Chicago Stations: Commuter Parking Criteria

Parking Locations Should Be Included in the Inventory as Indicated Below:

a) any unrestricted locations, up to 2 blocks from nearest station entrance (as qualified below or unless disqualified by negative criteria)

b) vacant, unrestricted off-street lots up to 3 blocks away (when closer free parking is at greater than 85% capacity utilization)

c) residential street parking when 80% or more of the residences are single-family with garages

d) continuous, unrestricted parking along R-O-W not clearly for another land-use (such as a factory)

e) on-street, unrestricted parking, perpendicular to continuous R-O-W parking: only when closer to station than furthest utilized R-O-W parking

Parking Locations Should Be Excluded from the Inventory as Indicated Below:

a) locations restricted through time limits or through reservation for non-commuters (such as business patrons, employees, etc.)

b) on-street parking more than one block from station entrance when free unrestricted off-street lot is less than 85% occupied (when lot is not free, include on-street as otherwise indicated Indicated in positive criteria)

c) off-street spaces clearly intended for another purpose (even if unrestricted) unless overriding reason compels inclusion (and is noted on lot form)

d) autos "blocking" commuter autos, where it is probable that "blockers" are related to another attractor (such as adjacent employment).

The surveyors were assigned to two person crews and the training included field data collection at the Glenview station on the MILW-N line. The training session concluded with a review of the coded data collected in the field exercise and appropriate instructions to ensure uniformity among the survey crews. The survey teams were instructed to make full use of the station area work maps. In addition, the training session provided the crews with the ability to identify additional commuter parking locations. The survey teams were instructed to perform a comprehensive and thorough search around each station to identify and inventory all parking locations used by commuters.

Field Data Collection

The major task of the inventory phase was the field data collection. Actual data collection was scheduled between October 28, 1986 and December 12, 1986. Knight utilized five survey teams of two persons each to perform the data collection. These teams were supervised by a crew chief with an engineering background. Specific data items collected included:

Parking Location, Capacity, and Use. For each parking location identified on the field maps and for any additional facilities located by the field teams, the survey teams counted the available spaces (if paved and/or marked) or determined lot dimensions (if unmarked). Utilization of these lots was determined by counting cars parked in the lots. The use portion of the data collection was constrained to Monday through Thursday inclusive and between the hours of 9 AM and 1:30 PM. This insured that the maximum daily utilization rate of the lots was obtained.

Parking capacity for marked lots was taken as the total number of available spaces. For unmarked lots, the lot dimensions were used to calculate the number of vehicles that could reasonably be expected to park in the lot allowing for through vehicle movements and some parking inefficiency.

Physical Characteristics. Data on the physical characteristics of each parking lot was also collected including exact location, surface type, access/egress points, markings, and lighting.

Amenities. Amenities data items relating to either the station itself or to individual lots surrounding that station were collected. Station amenities included the availability and accessibility of train schedules, transit maps, public telephones, etc. Station and/or parking location amenities included handicap access facilities, bus stops, bus turnaround lanes, kiss and ride facilities, weatherized shelters, etc. Amenities available at each station and lot were inventoried.

Pavement Condition. A civil engineer conducted a surface condition inspection of each off-street lot. The Pavement Condition Index (PCI) methodology was used to rate the rigid and flexible pavement lots. A compatible methodology was developed for unpaved, gravel or unimproved lots. All off-street and off-roadway lots were rated for surface condition.

Fees. The field survey teams noted fee arrangements associated with each lot. Collection methods included meters, collection boxes, attendants, stickers, window cards, gates or other visible fee collection devices. Both the collection method and fee charged was recorded. In some cases, a follow-up with either the municipality or lot owner was required to determine fees. In each case, reasonable effort was made to obtain the fee and time period covered. Lots utilizing a subscription or permit method were also surveyed to determine the existence and extent of any waiting list.

Ownership and Maintenance Responsibilities. Ownership of each lot was recorded while in the field, if possible, or through follow-up methods. Ownership categories included municipal, other public entity, railroad, or private. A reasonable effort was made to identify private ownership.

License Plates. The vehicle registration number for all cars parked in identified lots was recorded. In a follow-up project, Metra will use this information to map and analyze the distribution of auto parker origins.

Field Survey Forms

Several separate survey forms were used to collect these various types of information. The field survey forms included 1) a Station Form which was used to obtain information of the characteristics in the immediate vicinity of the station building or shelter or the commuter platforms, 2) a Lot Form which was used to collect data on the characteristics of parking facilities located around the station, 3) a License Form on which the vehicle registration numbers of all cars parked in each lot was recorded, and 4) a set of Condition Forms used to collect basic data on lot surface conditions. The following sections briefly describe each of these survey instruments and the specific data items collected in the inventory field work. More detailed explanation of the field methods is provided in the Update Procedures Manual.

Station Related Inventory

The station survey form used in the field inventory is shown as Exhibit 5. Data collected with this form focused on the level of amenities provided at each station. In particular information on the availability of transit and commuter rail system maps, bus schedules, parking maps, and pay telephones was recorded on the station form. Access amenities such as kiss and ride facilities, bus stops, and bicycle and motorcycle parking facilities located at or near the station itself was also recorded. Bicycle and motorcycle parking was classified as either designated if specifically designed or provided facilities were used or nondesignated or creative if the bike or motorcycle was parked in a nonsigned area. Finally, the weather conditions on the survey date, any interaction with the station agents, and the date and time or the survey were recorded. Space was also provided for the field crew to note any comments regarding station conditions. Since this data relates primarily to physical characteristics of the station it was not constrained to any particular time period or day of the week.

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II. STATION FORM Surveyor(s) _____

1. RR Line _____

2. Station _____ Code _____

At/on station itself:

3. RTA system map visible? inside ☐ outside ☐ no ☐

4. Metra (train) schedule visible? inside ☐ outside ☐ no ☐

5. Public bus schedule visible? inside ☐ outside ☐ no ☐

6. Other schedule visible? (specify) _____ inside ☐ outside ☐ no ☐

7. Public (pay) telephone? inside ☐ outside ☐ no ☐

8. Designated parking map visible? inside ☐ outside ☐ no ☐

In area of station:

9. Bus stop signs near station:

   a. PACE bus stop sign? yes ☐ no ☐

   b. Non-PACE bus stop sign? yes ☐ no ☐

   c. Private, subscription bus? yes ☐ no ☐

   d. No bus stops observed. ☐

10. Off-street bus area at/near station? yes ☐ no ☐

11. a. Exclusive Kiss and Ride drop off lane? yes ☐ no ☐

    b. If yes is lane: curb and paved ☐
    estimated curb length (feet) _____
    not curbed and paved ☐

12. Taxi lane near station? yes ☐ no ☐

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13. Designated motorcycle spaces? yes ☐ no ☐
    Number of spaces _____
    Number used _____

14. Nondesignated (creative) motorcycle spaces? yes ☐ no ☐
    Number used _____

15. Designated (facilities provided) bicycle spaces? yes ☐ no ☐

    Type of facility
    Rack ☐ length (feet) _____
    Loop ☐ # of spaces _____
    Locker ☐ # of spaces _____
    Other ☐ (specify) _____
    number used _____

16. Nondesignated creative bicycle spaces? yes ☐ no ☐
    Number used _____

17. a. Ticket agent on duty at survey time? yes ☐ no ☐

    b. Talked to agent? yes ☐ no ☐

    c. Did agent identify additional parking locations? yes ☐ no ☐

18. Weather condition at time of survey

    cloudy ☐ clear ☐ rain ☐ snow ☐

19. a. Date of survey _____

    b. Time of survey _____ AM/PM

20. Comments/Notes: _____

EXHIBIT 5

Parking Lot Inventory

The lot form is shown as Exhibit 6. This is the form that was used to collect the basic parking lot data during the field inventory.

Lot types were recorded as either surface or structure. Parking locations were also categorized as either off-street or on-street and designated or nondesignated. The type of surface in the lot was recorded on the lot forms as either paved, partially paved, gravel, partially gravel, or unimproved. Any restrictions on the use of the parking facility such as residents only, permits only, or restricted hours were inventoried. Individual data items and definitions are described in greater detail in Chapter III.

The lot fee arrangements represented a major data item. The monetary charge, applicable time period, and collection method were recorded as was the collection responsibility. Amenities available in the lot itself such as bus areas, bicycle or motorcycle parking facilities, kiss and ride lanes, lighting or pavement markings were also noted on the lot survey form.

The total number of spaces available in the lot and the use of these spaces were recorded. If the lot was paved or marked, the vehicle capacity was simply counted. If the lot was unmarked or unpaved, the lot dimensions were recorded and capacity calculated based on parking lot design standards. Spaces reserved for railroad employees, short-term parking, handicapped use, or compact cars were counted and the use of these spaces recorded. Lot ownership was also noted as being either municipal or other public entity, carrier, private, or other. Access to and from the local road network was recorded on the lot form. Finally, the date, time, surveyors, and any comments concerning the lot were noted.

Data collection relating to the physical attributes of each parking location was not constrained to any day or time period. The usage data, however, was restricted to those hours between 9 AM and 1:30 PM and from Monday through Thursday.

License Plate Survey

The use of each parking facility was determined by recording the vehicle registration number of all cars parked in the lot. This data was collected on the License Form shown as Exhibit 7. The full registration number was recorded for Illinois registered vehicles. Only the state was recorded for out-of-state vehicles. As noted, the usage data was time constrained in order to represent peak use conditions. License plate data was collected between 9 AM and 1:30 PM on Monday through Thursday.

Metra

METRA
III. PARKING LOT FORM Surveyor(s) _____

1. RR Line _____ Lot Form # _____ of ____
2. Station _____ Code _____
3. Lot # _____
4. Lot location (describe) _____
5. Type of Lot: Surface ☐ Structure/Garage ☐ Other (specify) _____
6. Parking category

   Off Street
   Designated ☐
   Joint ☐ with _____
   Nondesignated ☐

   On Street
   Designated ☐
   Nondesignated ☐

   Other (specify) _____

7. Surface type
   Paved ☐ Partially paved ☐
   Improved (crushed stone, gravel) ☐ Partially gravel, stone ☐
   Unimproved ☐
8. Use restrictions
   Residents only ☐
   Permit only ☐
   Other (specify) _____
9. Time restrictions yes ☐ no ☐ Restricted hours _____
10a. Fee and period
   $ / time period _____ _____

b. Collection Method

Meters ☐	Meters ☐
Stickers ☐	Stickers ☐
Window Card ☐	Window Card ☐
Collection Board ☐	Collection Board ☐
Gate ☐	Gate ☐
Attendant ☐	Attendant ☐
Other (specify) _____	Other (specify) _____

c. Collection Responsibility _____ _____

Metra

11. Off-street bus area at/near lot ? yes ☐ no ☐
12a. Exclusive Kiss and Ride (drop off) lane? yes ☐ no ☐
   b. If yes is lane: curb and paved ☐
   estimated curb length (feet) _____
   not curbed and paved ☐
13. Designated motorcycle spaces? yes ☐ no ☐
   Number of spaces _____
   Number used _____
14. Nondesignated (creative) motorcycle spaces? yes ☐ no ☐
   Number used _____
15. Designated (facility provided) bicycle spaces? yes ☐ no ☐

Type of facility		Number used
Rack ☐	length (feet) _____	_____
Loop ☐	# of spaces _____	_____
Locker ☐	# of spaces _____	_____
Other ☐	(specify) _____	

16. Nondesignated (creative) bicycle spaces? yes ☐ no ☐
   Number used _____
17. Reserved spaces?
   a. RR or other Employee: yes ☐ no ☐ Number of spaces _____ Number used _____
   b. Handicapped: yes ☐ no ☐ Number of spaces _____ Number used _____
   c. Compact cars: yes ☐ no ☐ Number of spaces _____ Number used _____
   d. Short term yes ☐ no ☐ Number of spaces _____ Number used _____
   e. Other (specify) _____ yes ☐ no ☐ Number of spaces _____ Number used _____
18. Lighting (in lot itself)? yes ☐ no ☐
19. Pavement markings (for paved lots)? yes ☐ no ☐

EXHIBIT 6 (1 of 2)

Metra

20. Lot dimensions (for unpaved, unmarked lots only)

Draw sketch and indicate dimension (in feet)

21. Ownership (specify)

Municipal ☐ _____

Other public agency ☐ _____

Carrier ☐ _____

Private ☐ _____

Multiple owner _____

Lessee _____

Other ☐ _____

Unknown ☐ _____

22. Access from streets/routes (list).

a. _____ In ☐ Out ☐ Both ☐

b. _____ In ☐ Out ☐ Both ☐

c. _____ In ☐ Out ☐ Both ☐

d. _____ In ☐ Out ☐ Both ☐

23. Total number of parking spaces (from license form) _____

24. Total number of parked cars (from license form) _____

25. a. Date of survey _____

b. Time of survey _____ AM/PM

26. Comments/notes: _____

_____

_____

_____

EXHIBIT 6 (2 of 2)

Metra

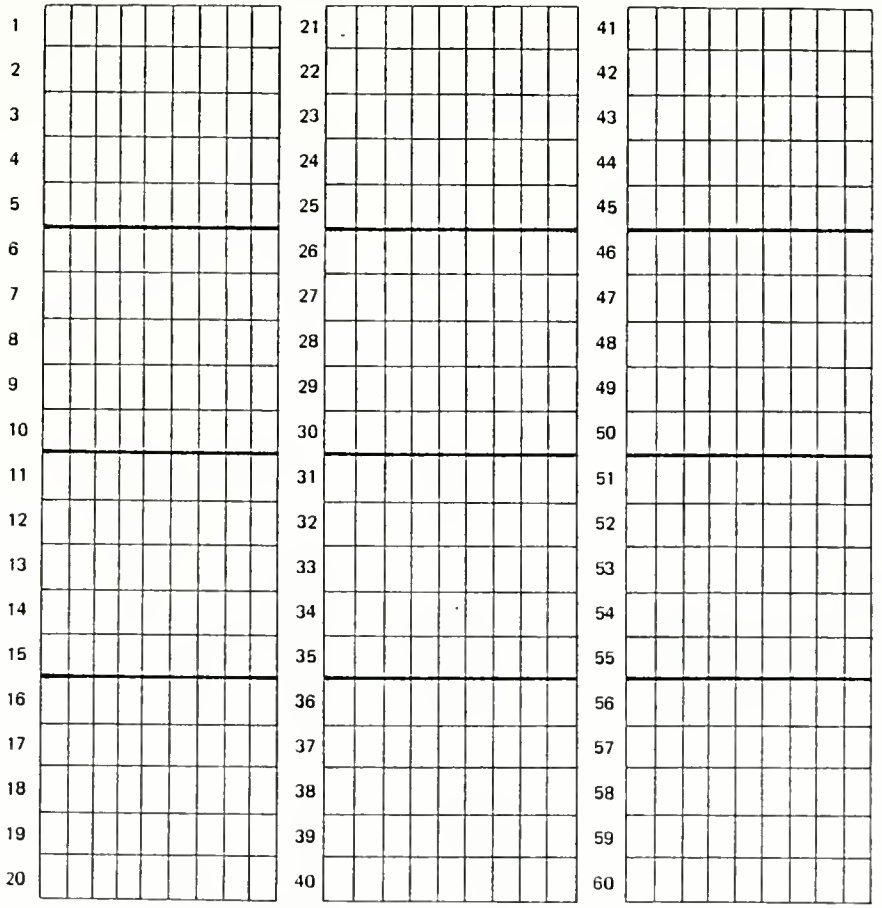
Surveyor(s) _____

IV. LICENSE PLATE FORM

Lot Form # _____

1. RR Line _____ 2. Station _____ 3. Lot # _____

4. Lot Location (describe) _____



NOTE: Mark empty spaces with an X
Mark out of state cars with state name (e.g., Indiana)
Mark no license plate with NL
Mark temporary with Other

Date _____ Time Start/Finish _____ Sheet __ of ____

EXHIBIT 7

Surface Condition Survey

The surface condition of all off-street parking locations was evaluated by a civil engineer. The data collection forms shown as Exhibit 8 were used to record the physical characteristics of flexible and rigid paved surfaces. The Pavement Condition Index (PCI) methodology developed by the Army Corps of Engineers was used and is described in the PCI Reference manual. A modified version of the PCI method was used for unpaved lots with the basic data recorded on the flexible pavement form.

Collection of condition data in the field focused on identifying and quantifying various types of distress in the lot surface. Cracking, rutting, and potholes were among the distress types recorded for a sample area in each lot. The size, number, and severity of these surface defects were recorded on the appropriate condition form. These procedures are summarized in Chapter V which describes the physical condition assessment. A surface condition score and ranking was calculated for each rated lot based on the sample area evaluated. The condition data collection was conducted shortly following the station, lot, and license field surveys and provided a means to verify the initial survey results.

Quality Control Procedures

Survey quality control was built into the project by the extensive training program, and through systematic follow-up of a sample of parking locations. Corrected data was entered where required and remedial action including additional training of field staff was undertaken when necessary. In each case, survey team supervision was provided by the crew chief.

Sixteen stations and approximately 5% of all parking lots were subjected to a complete and independent resurvey. This was accomplished shortly following the original field survey team work and was intended to provide a comparative measure of the quality of the data and the consistency of the judgments being made by the survey teams. At least one station on each railroad line was resurveyed and the results of each survey team at two stations were evaluated through the quality control resurvey procedure. The stations subjected to a quality control check and the survey team responsible for the initial field work are listed in Table 1.

In most cases, the quality control sample results agreed with the original data collection results within an acceptable tolerance of 5% for judgmental items such as lot and station amenities, 1% for use and capacity data, and complete agreement for lot locations. Where errors exceeded these tolerances, the corrected data was entered and remedial actions taken to improve the accuracy of the field team involved.

Metra

FLEXIBLE PAVEMENT CONDITION SURVEY		DATE
RR LINE	SURVEYOR	
STATION	LOT NO.	SAMPLE UNIT
LOT LOCATION (Describe)		SLAB SIZE

DISTRESS TYPES

1. ALLIGATOR CRACKING
2. BLEEDING
3. BLOCK CRACKING
4. CORRUGATION
5. DEPRESSION
6. JET BLAST
7. JT REFLECTION (PCC)
8. LONG. & TRANS. CRACKING
9. OIL SPILLAGE
10. PATCHING
11. POLISHED AGGREGATE
12. RAVELING/WEATHERING
13. RUTTING
14. SHOVING FROM PCC
15. SLIPPAGE CRACKING
16. SWELL

SKETCH:

	EXISTING DISTRESS TYPES					
TOTAL SEVERITY L						
TOTAL SEVERITY M						
TOTAL SEVERITY H						

PCI CALCULATION

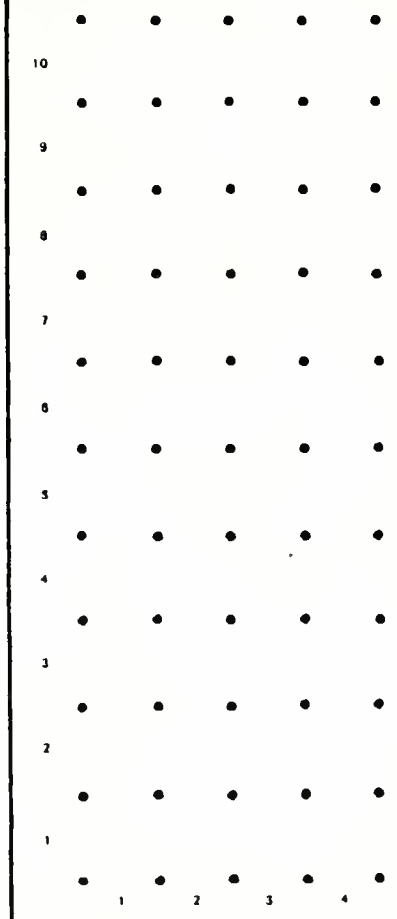
DISTRESS TYPE	SEVERITY	DENSITY %	DEDUCT VALUE
DEDUCT TOTAL			
CORRECTED DEDUCT VALUE (CDV)			

PCI = 100 – CDV = _____

RATING = _____

Metra

JOINTED RIGID PAVEMENT CONDITION SURVEY		DATE
RR LINE	SURVEYOR	
STATION	LOT NO	SAMPLE UNIT
LOT LOCATION (Describe)		SLAB SIZE



DISTRESS TYPES

1. BLOW-UP
2. CORNER BREAK
3. LONGITUDINAL/ TRANSVERSE/ DIAGONAL CRACK
4. "D" CRACK
5. JOINT SEAL DAMAGE
6. PATCHING, <6 FT²
7. PATCHING/ UTILITY CUT
8. POPOUTS
9. PUMPING
10. SCALING/MAP CRACK/CRAZING
11. SETTLEMENT/ FAULT
12. SHATTERED SLAB
13. SHRINKAGE CRACK
14. SPALLING — JOINTS
16. SPALLING — CORNER

DIST. TYPE	SEV.	NO. SLABS	DENSITY %	DEDUCT VALUE
DEDUCT TOTAL				
CORRECTED DEDUCT VALUE (CDV)				

PCI = 100 – CDV = _____

RATING = _____

EXHIBIT 8

TABLE 1: STATIONS AND SURVEY TEAMS
SELECTED FOR QUALITY CONTROL CHECK

Railroad Line	Station	Survey Team
MED-SC	79th Street	Team #4
CSS	Hegewisch	Team #6
MED-BI	State Street	Teams #1, 5, 6
MED	University Park	Team #5
RID	Tinley Park	Team #2
RID-B	115th Street	Team #1
NWR	Ashburn	Team #6
MHC	Willow Springs	Team #2
BNR	Riverside	Team #1
CNW-W	Bellwood	Teams #2, 4
MWD-W	Elgin	Team #5
MWD-W	Western	Team #4
CNW-NW	Norwood Park	Team #3
CNW-NW	Mount Prospect	Team #3
MWD-N	Fox Lake	Team #4
CNW-N	Winthrop Harbor	Team #2

Village Follow-Up and Verification

Following the initial field surveys and data base development, a second village interview and field reconnaissance was conducted to verify the information for each station and parking lot. Review crews were instructed to confirm the location and characteristics of each lot by reinspecting the station area. They were provided with copies of the data base and map information for individual stations as collected in the initial surveys. Particular emphasis was placed on verification of parking lot location, parking category, surface type, fee and period, and lot ownership.

The municipal officials contacted during the initial village interviews or their designated representatives were recontacted to review the data base information and preliminary station maps. A copy of the letter sent to each village contact to request their assistance in the follow-up interview is shown as Exhibit 9.

The purpose of this review was 1) to provide the municipality with the appropriate data for stations located within their boundaries and 2) to obtain input from these municipal officials regarding the accuracy of the data for those stations. Two key additional data items needed in the capacity utilization assessment were obtained during the second village interview. These were: the number of permits spaces available in the municipality and the total number of permits sold.

The follow-up interviews and field reconnaissance were instrumental in guaranteeing the quality and accuracy of the data base. Further, the procedure provided an effective means by which to disseminate information about the study and the preliminary results to consumers of such information. The follow-up procedures resulted in over 20 lots previously identified as commuter lots being dropped as not available for commuter parking and over 100 newly located commuter lots being added for a net gain of nearly 80 new commuter lots.

The experience gained in this inventory effort was used to develop minor modifications to the survey forms to improve data collection and facilitate the field work. The revised forms and the field survey methodology are described in the Update Procedures Manual. The manual supplements the discussion of this chapter.

EXHIBIT 9

KNIGHT

Lester B. Knight & Associates, Inc.
Architecture Engineering
Planning Group

April 20, 1987

Dear :

METRA and its consultant, Lester B. Knight & Associates, Inc. (Knight), have completed the data collection and database development phases of the METRA Commuter Rail Parking Study. The field work was completed in December 1986, and we now want to verify all information. Your assistance in providing information and maps for your municipality was extremely valuable in assembling the basic data on parking availability, use, and conditions around each commuter station.

This field information has been processed into a computer database and associated station area parking maps. Representatives of Knight will visit with you next week to verify the database and map information. The Knight representative will contact you to review the data for stations located in your municipality. This final review process has been included in the study to ensure the accuracy of the METRA Parking Inventory.

We appreciate your cooperation during this important project. As Mr. James E. Cole, METRA Executive Director, noted, we can improve the parking services available to commuters by working together. If you have any questions or require additional information, please feel free to call me at (312) 346-2100.

Very truly yours,

LESTER B. KNIGHT & ASSOCIATES, INC.

David A. Zavattero
Project Manager

/tb(0017DAZL)
(5998)

549 West Randolph Street
Chicago Illinois 60606
312/346 2100
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CHAPTER III: DATA BASE DEVELOPMENT

A microcomputer based commuter parking lot data base was created which includes all of the data collected in the inventory phase plus additional data describing the station and surrounding area which was deemed to be useful in subsequent studies. In addition to the computer data base, a Station Atlas was prepared which consists of station area maps for the 208 stations surveyed with parking locations identified on the maps.

Data Base Segments

Knight utilized the dBase III Plus microcomputer data base software to develop the commuter parking data base. A structured relational data base consisting of three major computer segments was created. These include: 1) the station segment, 2) the parking lots/locations segment, and 3) the village segment as shown in Exhibit 10. The fourth computer segment of the data base shown in Exhibit 10 is the capacity segment. This segment is a derivative of the station, lot, and village segments.

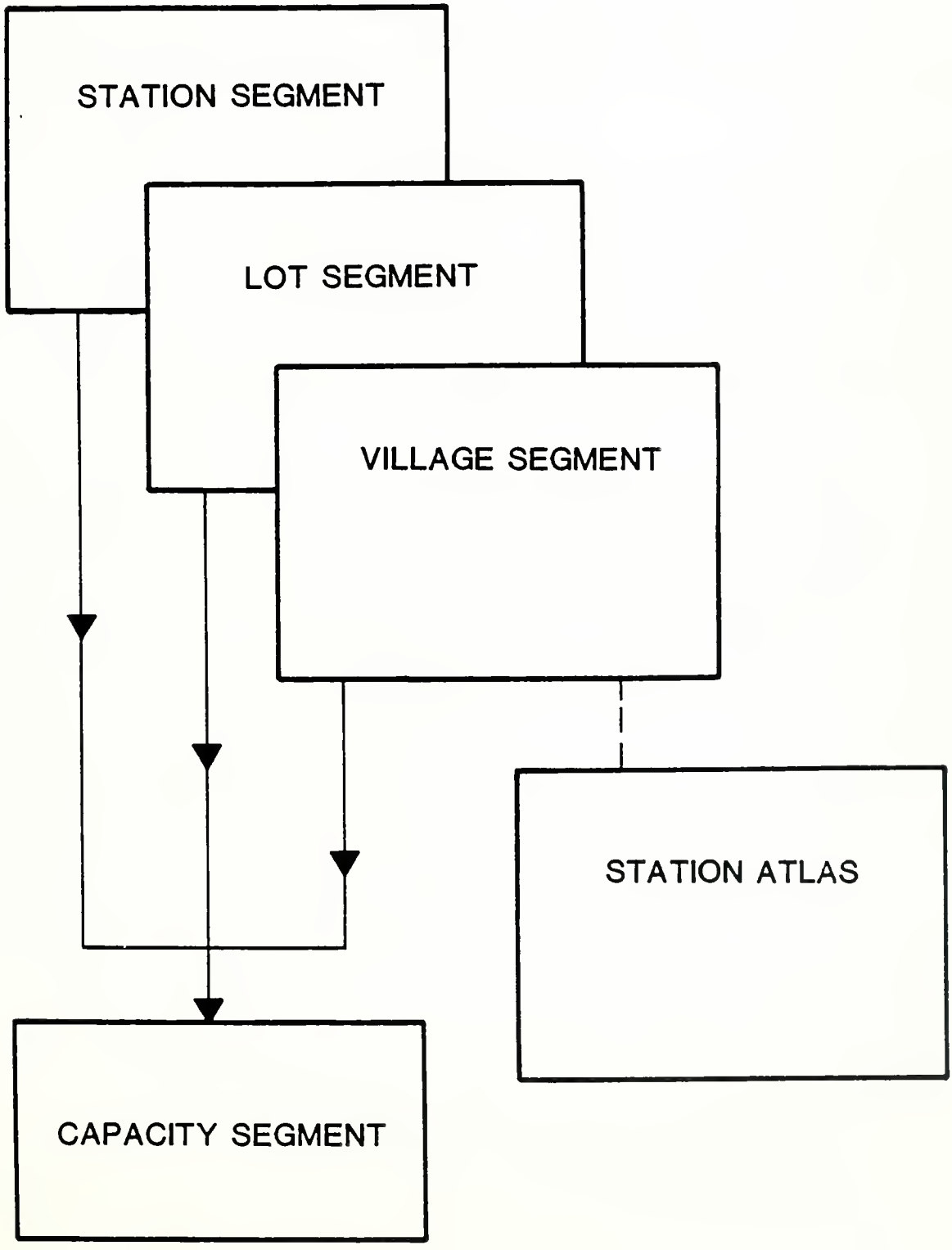
The station segment incorporates all data items relating to the station including characteristics, amenities, commuter boardings or ridership, bus service, various socioeconomic measures in the area served by the station and the observed distribution of commuters using the station based on the license plate survey. The parking lots/locations segment incorporates all data items relating to the parking lots such as descriptive location, size, capacity, use, type, fees, ownership, condition, and amenities. The village segment includes data relating to the village official contacts and permit sales. A component related to the data base consists of a set of consistently formatted maps for each station. These station area maps are provided in the Station Atlas report. The complete data base has been structured and indexed to facilitate comparison and connection between each segment and the atlas. Data in each segment is related by the station code (STACODE). This is a unique five-digit number which defines the railroad line (first two digits) and milepost (last three digits in tenths of a mile) at which the station is located.

Structure of Each Segment

Each segment of the data base contains all of the information collected with the related field survey form. That is, the station segment includes all data contained on the station form. Similarly, the lot segment duplicates the data contained on the lot form. Since the village form was used to assemble initial working maps of each station, the data collected using the village form generally duplicates information on either the station or lot forms. Thus, the village segment contains only that information which was unique to the village form. Because of the relational nature of the data base, the data from the station and lot forms was not repeated in the village segment. The location and characteristics data from the station and lot survey was considered most accurate since it was the result of the actual field inventory and verification procedures. The village interview and follow-up were considered the most reliable source of information about the ownership, fee, and maintenance characteristics of each lot.

EXHIBIT 10

DATABASE SEGMENTS



As noted, the segments are indexed on and related by the station code. Other location identifying information such as railroad line and station name is included in each segment to improve the utility of the data in each segment. The structure of each segment of the microcomputer data base as well as a complete list of variable names and definitions is provided as Appendix 1. Some of the major data items in each segment are described in the following sections.

In order to accurately describe the data base structure the following convention is used. Variable names appear as underlined upper case (NAMES). Values which the variables may take appear in upper case but not underlined (VALUES).

Definition of Variables in the Station Segment

The station segment focuses on the amenities and market characteristics of the station and the area served by the station. Amenities such as the availability of transit system maps (SYSMAP), bus schedules (BUSSCH), public telephones (PHONE), and parking facility maps (PARKMAP) were recorded as either inside the station building (IN), outside (OUT), in both locations (BOTH), or not available (NONE). The presence of PACE bus stops (PACESTOP), other bus stops (OTHSTOP), or private bus stops (PRIVSTOP) in the vicinity of the station itself was recorded as a logical variable indicating either the amenity was there (TRUE) or was not (FALSE). Similarly, the presence or absence of exclusive kiss and ride lanes (EXCLK-R) and taxi stands (TAXISTA) was coded as a logical variable.

The number and use of designated motorcycle parking facilities (DMOTRSPA and DMOTRUSE, respectively) and nondesignated motorcycle usage (NMOTRUSE) was also recorded. Similarly, the number of designated bicycle parking facilities at or near the station itself was recorded in the station segment. Designated bicycle facilities were distinguished as the linear feet of racks (DBRACKLEN) or the number of bicycle loop spaces (DBLOOPSPA) or lockers (DBLOCKSPA). Use of designated bicycle spaces (DBIKEUSE) was also recorded. Motorcycle and/or bicycle usage was considered to be designated if it was in a clearly marked area with specially designed facilities and nondesignated if the vehicle was randomly or creatively parked in the vicinity of the station.

The station segment also contains socioeconomic and market data from the Metra Urban Services Area File. This data was provided by Metra subsequent to the field survey work in order to facilitate analysis of access conditions such as mode choice. Specific data items include: the number of quarter sections assigned to the station market area (QSEC), the actual 1980 and projected year 2005 population (POP80, POP05), the number of households (HH80, HH05), and the total employment (EMP80, EMP05) in that station's market area.

Ridership and access related data includes Metra fare zone (ZONE), the number of work trips from the station market area destined for the Chicago CBD (OWORK80), and the number of commuter rail trips to the CBD (RTRIP80) from the 1980 Census of Transportation. The average weekday ridership from the 1985 Metra Systemwide Counts (WKBOARD85) are also included in the station segment. The number and type of bus routes (BUSRTS, BUSTYPE) and the number of bus riders (BUSRIDER) on routes serving or in the vicinity of the station are also included in the station segment. Finally, the station segment includes data on the distribution of commuters using the station from the license plate survey. The origin (OCITY#) and the number of vehicles from that city (OCOUNT#) were recorded for the top five origin cities.

Definition of Variables in the Lot Segment

Basic data on the physical characteristics, amenities, capacity and use, fees, ownership, maintenance responsibilities, and surface condition of each parking lot are contained in the lot segment. The location of the lot (LOTLOC) is described by reference to nearby intersections, streets, the rail trackage, and the rail station. Each lot at a station has been assigned a unique lot number (LOTNO). This lot number is referred to as the Metra lot number to avoid confusion with any locally assigned numbers.

The type of lot (LTYPE) is coded as either surface or structure. Parking category (PCAT) indicates whether the lot is on-street or off-street and either clearly designated as a commuter lot, nondesignated, or a joint use facility. Lots may be either off-street designated lots (OFF-DES), off-street nondesignated (OFF-NON), off-street joint-use if shared with another business or use (OFF-JNT), on-street designated (ON-DES), or on-street nondesignated (ON-NON). The type of surface (STYPE) is coded as paved (PAVED), partially paved (PARTPAV), gravel (GRAVEL), partially gravel (PARTGRV), or unimproved (UMIMP).

Designated lots are clearly signed and marked as commuter lots. Nondesignated lots are any other locations used by commuters but not signed specifically or exclusively as commuter lots. Off-street lots are those located beyond the curb line of the public right-of-way. Such off-street lots have limited access/egress points. On-street lots are locations on the street side of the curb line. On-street, but off roadway lots are located outside the roadway curbline but providing unlimited or unrestricted access to the parking spaces from the right-of-way. Such on-street but off-roadway locations are indicated by the (ROAD) variable taking the value (OFF).

Paved lots have an asphalt or concrete surface. Partially paved lots are those lots in which part of the surface is paved and part is either gravel, dirt, or grass. Gravel lots are those with a gravel or crushed stone surface throughout the lot. Partially gravel lots are locations in which part of the surface is gravel and part is dirt or grass. Unimproved lots have no paving or gravel but rather are entirely dirt or grass.

Posted restrictions on the use of the lot are noted as logical (TRUE) or (FALSE) variables. These include use by residents only (USE-RESONL), use by permit only (USE-PERMIT), or restricted hours of use (TIMERES). The amenity features of the lot itself are coded similarly to the station amenity variables. These include motorcycle, bicycle, bus, and kiss and ride access facilities and service (DMOTRSPA, DMOTRUSE, NMOTRUSE, DBIKERACK, OFFBUS, EXCLK-R, etc.).

Fee arrangements for use of the lot have been recorded. The lot segment is structured to allow data for up to three alternative collection methods to be recorded in each lot. (The # sign in these variables is either 1, 2, or 3.) The dollar fee and relevant time period (FEE-PER#) is coded as (FREE) for lots charging no fee or to reflect the charge such as: $1 per day (1./DAY), 75 cents per ten hours (.75/10HRS), $20.00 per month (20./MO), or $50.00 per quarter (50./Q), etc. The type of collection method (COL-METH#) is recorded as meter (METER), sticker or permit (STICKER), collection board (COLBOARD), window card (WINDCARD), gate (GATE), attendant (ATTEND), or other (OTHER). The agency or organization responsible for collecting the fee (COL-RESP#) is noted as village (VILLAGE), private (PRIVATE), or other (OTHER).

The market segment to which the fee applies (FEE-TYPE#) is noted as residents (RES), nonresidents (NRS), or all (ALL). This accounts for such typical fee combinations by market segment as daily meters for all parkers, and monthly permits with variable rates for residents and nonresidents of the municipality.

To the extent possible, the number of spaces available under each fee option (FEE-SPA#) and the use of these spaces (FEE-USE#) was also recorded though this data is not generally available from the field survey and is sparse in the data base. Multiple fee arrangements occur at 153 of the 861 parking locations. Capacity and use data could be allocated among payment methods in only 30 of these multiple fee cases through the field survey information. Thus the distribution of capacity and use is not available in over 80% of the multiple fee cases.

The total lot capacity and use was recorded as the number of spaces (LOTSPACES) and the number of cars whose license was counted (LOTCARS). This information was taken from the license forms and transferred to the lot form and lot segment of the data base. Any specialized use of this capacity was noted such as spaces available and used for short-term parking (SHORTSPA, SHORTUSE), railroad employees spaces and use (RRSPA, RRUSE), marked handicapped spaces and use (HANDISPA, HANDIUSE), or compact car spaces and use (COMPASPA, COMPAUSE). Other lot amenities such as lighting (LOTLIGHT) and pavement marking (LOTMARK) were recorded as logical variables. The capacity of unpaved and unmarked lots was calculated based on the area of the lot. Such facilities were measured and the lot size (LOTSIZE) recorded in square feet.

Ownership of the lot (TYPEOWN) was recorded as municipal (MUN), the railroad (CAR), other public agency (PUB), private (PRIV) or unknown (UNK) if the owner could not be determined with reasonable effort. The specific owner (OWNER) and/or lessee (LESEE) was noted when possible. Up to four access points were recorded (ACCESS#). Finally, the results of the surface condition rating for off-street lots was recorded as the computed pavement condition index score (PCI), and the qualitative ranking (RATING) as ranging from excellent (EXCEL) to failed (FAIL).

A number of variables were derived from calculations based on the raw field data items. These derived variables were produced to facilitate the capacity and condition assessments and to provide average measures of daily fees being charged at the lots and stations. Derived capacity and use were calculated from the raw spaces and use variables. Adjusted capacity and use (ADJCAP, ADJUSE) is defined as total capacity and use less short-term and railroad employee parking and use. This is perhaps the best measure of the parking available for and used by commuters. Designated capacity and use (DESCAP, DESUSE) and nondesignated capacity and use (NONCAP, NONUSE) provide the totals for these parking categories.

A collection class variable (COL-CLASS) was created to indicate whether lots were available strictly on a daily basis (DAY), strictly on a long-term basis, i.e., requiring stickers or permits (LONG), available by either of the two methods (MIX) if the lot utilized a combination of day based and long-term collection methods, or (NONE) if parking in the lot was free. The capacity and use in each collection class was calculated as either day capacity and use (DAYCAP, DAYUSE), long term capacity and use (LONGCAP, LONGUSE), or mixed capacity and use (MIXCAP, MIXUSE). LONGUSE was adjusted to account for permit sold spaces in cases where either a permit waiting list exists or more permits were sold than cars parked in permitted spaces. MIXUSE was adjusted to account for additional sold spaces by applying an average permit absentee factor to empty spaces in this category.

A composite use variable (COMPUSE) was calculated as the sum of the adjusted LONGUSE and MIXUSE plus DAYUSE. It is noted that based on this method both LONGUSE and MIXUSE could be greater than actual parked cars in cases where permits are sold and a waiting list exists or sold permits is greater than permit parked cars. In no case, however, was the composite use allowed to exceed total lot capacity. It is felt that this adjustment more accurately reflects the actual parking conditions facing commuters using the station. The capacity assessment was based in part on the composite use and adjusted capacity variables.

These adjustments were based on the number of permits sold and overselling practices of each municipality. If the village sells more permits than permit spaces available, then the adjusted LONGUSE was calculated by inflating ADJUSE by the overselling percentage. For MIXUSE this adjustment was calculated as the lesser of the observed systemwide permit absentee factor of 23% times MIXCAP.

The design capacity (DESIGNCAP) of each lot was also calculated. For paved and marked lots, the total number of spaces was taken as lot capacity. For unpaved lots, the lot design capacity was calculated from the lot size data and based on an assumed 400 square feet per space in on-street lots and 250 square feet per space in off-street but off-roadway lots.

The various fee, period, and payment methods utilized to collect parking revenue were converted into an average "commuter day" equivalent to allow comparison of the relative fees among lots and stations. This calculation was done to compute a daily rate based on a minimum 10 hour day, 21 days per month, 64 days per quarter, and 256 days per year. For example, collection methods using 25 cent meters for minimum 4 hour segments were converted to a daily rate of 75 cents (involving three segments at 25 cents each to assemble the 10 hour minimum time). The maximum daily rate for the lot between any applicable collection method (MAXFEE) was weighted by ADJCAP to compute (MAINTPER) the weighted daily fee for the lot (WGTFEE). The WGTFEE variable is needed as an intermediate product to compute average daily fees at each station (AVGFEE).

Definition of Variables in the Village Segment

The village segment contains information collected during the initial and follow-up village interviews. This data defines the local government in which the station is located (VILLAGE). The name, title, address, and telephone number of the local official contacted for information on that station is included in the village segment (VANAME, VATITLE, VASTREET, VACITYST, VAZIP, and VATEL).

Information on the maintenance responsibilities of the publicly owned lots is coded for three categories of maintenance. This information was recorded in the Village interview and later transferred to the lot segment of the data base. Periodic maintenance (MAINTPER) covers normal or routine items such as cleaning, trash collection, lawn maintenance, and minor repair. Major maintenance (MAINTMAJ) indicates responsibilities for major repairs such as reconstruction, resurfacing, drainage, or extensive patching or sealing. Utilities maintenance responsibilities (MAINTUTIL) cover lighting, electrical services, and station facilities utilities. Reasonable effort was made to determine the maintenance responsibilities of lots. Maintenance responsibilities are coded as the name of the entity responsible for that activity.

The village segment includes information on the permit policies and procedures of the local municipality with respect to lots under its jurisdiction. Data on whether or not the village sells permits (SELLPERM), the number of spaces available by permit through the local government (PERMSPA), and the number of permits sold in an average month (PERMSOLD) is coded in the village segment. Whether the village currently oversells permits or not (OVERSELL), whether or not a computer parking permit waiting list exists (PERMWAIT), the average number of persons on the waiting list (WAITNO), and the number of permit spaces reserved for village residents only (RESIDSPA) is also recorded.

The Station Atlas

Geographic information is contained in the Station Atlas. The Station Atlas was prepared to provide locational orientation for the detailed parking lot information in the computer segments of the data base. The Station Atlas consists of a station area map for each of the 208 stations inventoried. The maps are of consistent scale, size, and appearance and show the station, parking locations, and surrounding streets. An example map for the Lisle station from the Station Atlas is shown as Exhibit 11. The maps also show the station code, Metra lot number, surface type, commuter capacity, and fee and period for each lot. The maps are presented by railroad line and indexed by the station code variable (STACODE) to allow cross reference to the computer data base segments.

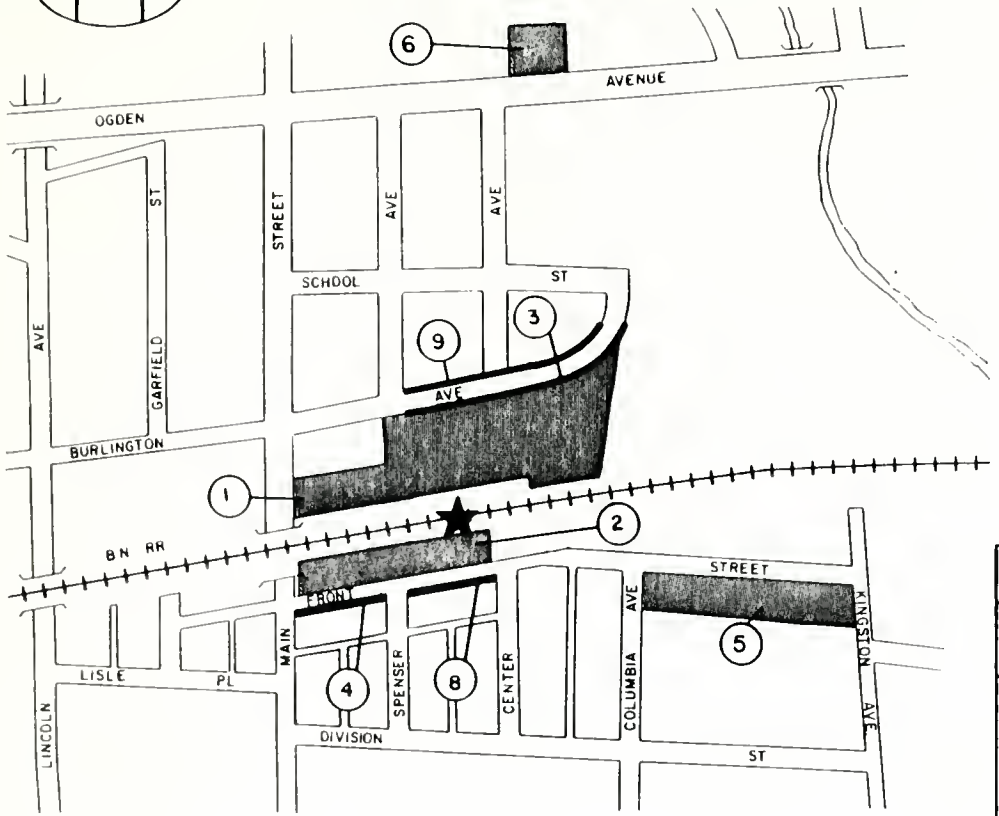
The Capacity Segment

The capacity segment of the data base is derived from the lot, station, and village segments. It was created to provide information on the capacity utilization and average fees at a station level of aggregation. All capacity and use data from the lot segment including adjusted; designated and nondesignated; day, long, or mix capacity and use has been aggregated to station level. The composite use variable was also aggregated and a percent composite use (PCCOMP) calculated. The percent composite use is based on adjusted capacity. PCCOMP is the key variable used to define capacity deficiencies in the capacity assessment and to select the stations for field evaluation.

The capacity segment also contained information on projected population growth between 1980 and 2005 (POPGR), weekday ridership (WKBOARD85), and relative ranking by various capacity deficiency measures depending on whether the deficiency is based on adjusted use and capacity (ADJRANK), the designated use and capacity (DESRANK, or the non-designated use and capacity NONRANK). The average daily fee being charged at the station (AVGFEE) was computed based on the adjusted capacity. The total capacity needed to achieve an 80% use ratio was calculated (TOTNEEDCAP), the additional number of spaces needed was determined (NEEDCAP), as was the capital cost of this additional capacity (CAPCOST). The capacity enhancement evaluation is described in Chapter VI.

The Data Base Operating Environment

The Metra parking data base was designed to operate in either a user friendly mode based on a limited number of selection screens or menus or in a full-use mode which requires a working knowledge of the dBase III Plus software. The Metra data base was implemented in the dBase III Plus language in order to take advantage of the flexibility the software provides as a data management system. dBase III Plus includes its own built-in menus based on the "Assistant". It also provides the capability to generate and use user friendly menus. Familiarity with the dBase III Plus software is assumed for those attempting to operate the full-use system. The user friendly menus are briefly described below and presented in detail in the Users Manual.



METRA STATION CODE: 10245				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	499	45./Q	ALL
2	PAVED	107	45./Q	ALL
3	PAVED	14	.25/3HRS	ALL
4	PAVED	7	.25/3HRS	ALL
5	PAVED	183	45./Q	ALL
6	UNIMP	72	45./Q	ALL
8	PAVED	8	.25/3HRS	ALL
9	PAVED	13	.25/3HRS	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

LISLE STATION

EXHIBIT 11

The User Friendly Mode

In addition to the station, lot, and village segments, the data base contains a number of menus, screens, report forms, and command programs to facilitate its use in a "friendly" environment. The number of operations that can be performed in the user friendly mode is limited, but adequate for most users. Menus and programs have been developed to edit, add or view data, or to produce a variety of reports and statistics. The Metra parking system menus are shown in Exhibit 12. The system utilizes a series of pull down menus to accomplish these major tasks based on user input selections.

Data can be edited, new data added, or selected information simply viewed on the screen. Data entry is accomplished directly into the data base through data entry screens which duplicate the data collection field survey forms. This facilitates data entry and reduces the need for recoding field data. Information to be viewed is accessed through the station code.

Verification techniques and consistency checks and derived variables must be calculated prior to creation of an updated data base. These tasks must be performed by the data base manager to create a new version of the entire data base.

The statistics and report option produces a series of standardized reports in printed form as briefly described in the following section. The exit option simply returns the user to the operating system (DOS). The errors screen allows errors in the form of unrecognized selections to be re-entered.

Statistical Reports from the Data Base

The Metra parking system has been designed to produce a variety of statistical reports as shown in Table 2. Of course, in the full-use mode the number and type of statistical and other reports is virtually limitless. The reports described here are available in the user-friendly mode through menu selections.

Samples of Data Summary Reports 1 through 5 are provided in Exhibit 13. Data Summary 1 presents information on parking capacity and use within each parking category. Data Summary 2 provides information on the station amenities such as bus stops, kiss and ride, taxi, motorcycle and bicycle facilities. Data Summary 3 presents the surface type and condition data for each lot. Data Summary 4 describes the fee, collection method, any applicable resident-nonresident differential, and capacity information for each lot. Data Summary 5 provides the ownership and maintenance information by lot.

EXHIBIT 12 (1 OF 2)

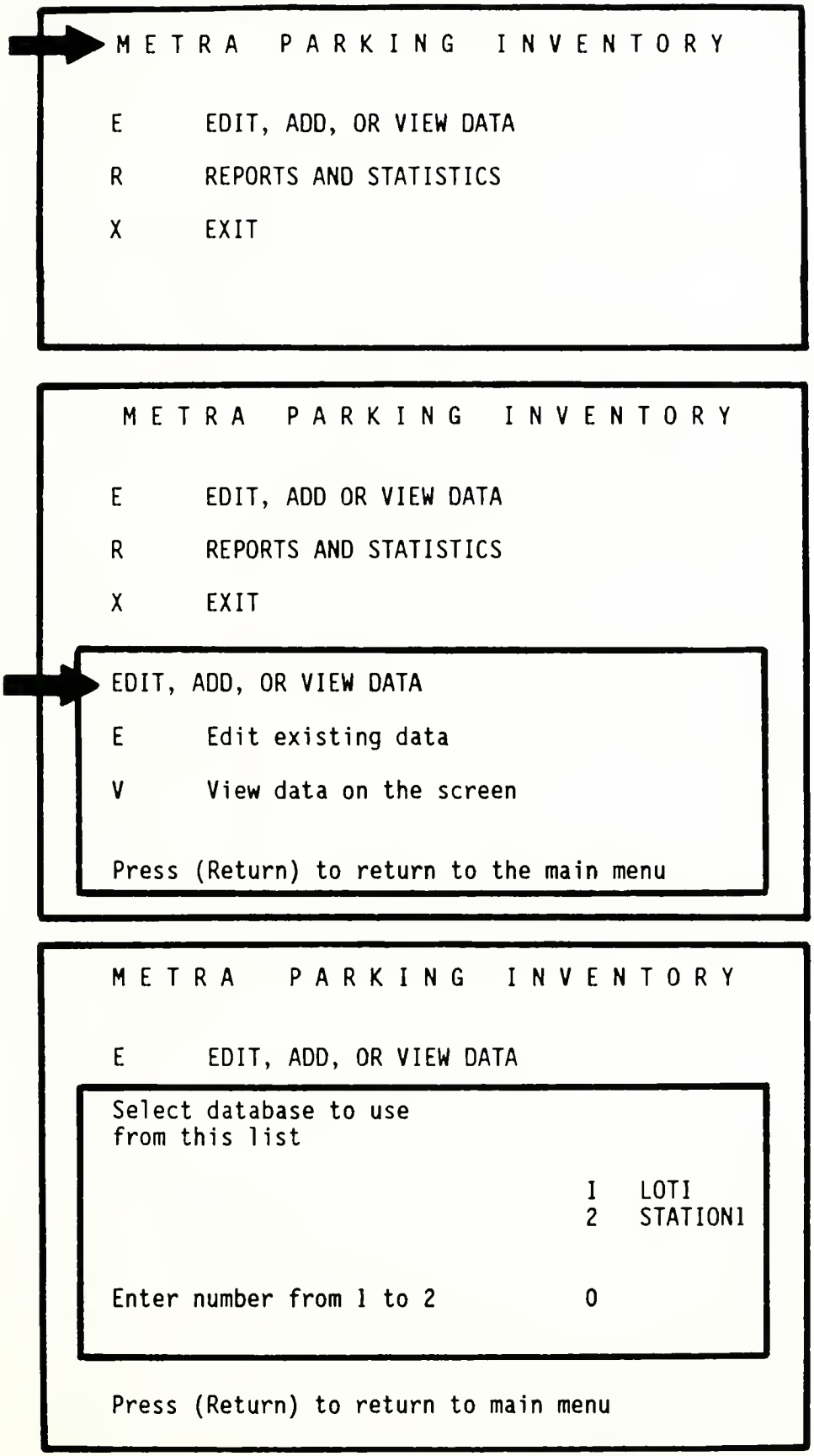
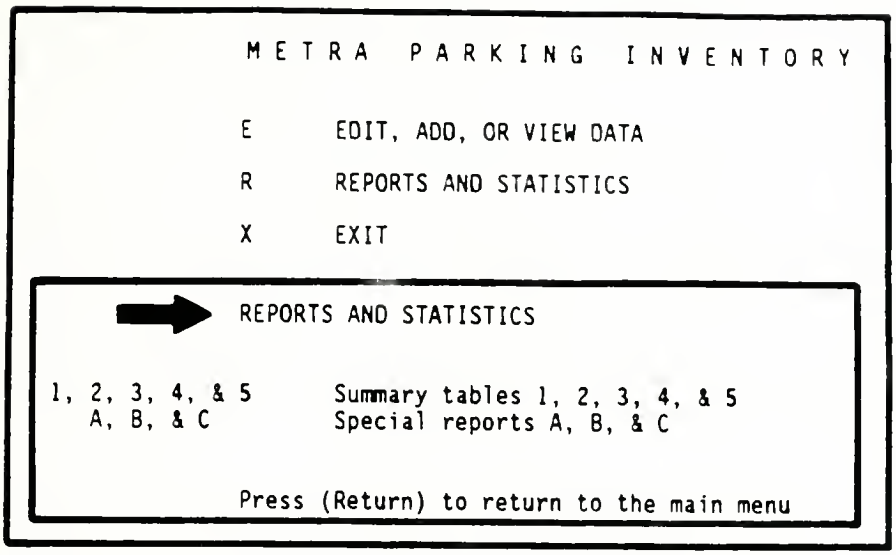
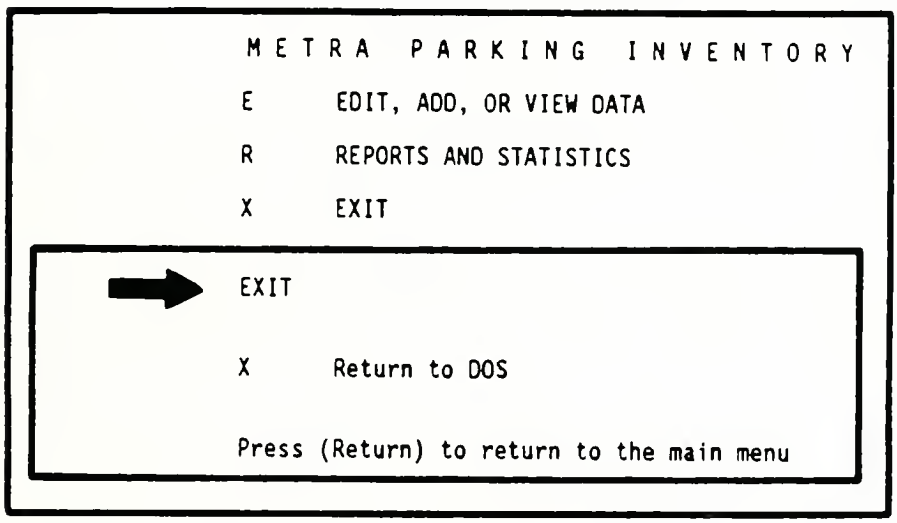

METRA PARKING INVENTORY
E EDIT, ADD, OR VIEW DATA
R REPORTS AND STATISTICS
X EXIT
METRA PARKING INVENTORY
E EDIT, ADD OR VIEW DATA
R REPORTS AND STATISTICS
X EXIT
EDIT, ADD, OR VIEW DATA
E Edit existing data
V View data on the screen
Press (Return) to return to the main menu
METRA PARKING INVENTORY
E EDIT, ADD, OR VIEW DATA
Select database to use
from this list
1 LOTI
2 STATION1
Enter number from 1 to 2 0
Press (Return) to return to main menu

EXHIBIT 12 (2 OF 2)


METRA PARKING INVENTORY
E EDIT, ADD, OR VIEW DATA
R REPORTS AND STATISTICS
X EXIT
REPORTS AND STATISTICS
1, 2, 3, 4, & 5 Summary tables 1, 2, 3, 4, & 5
A, B, & C Special reports A, B, & C
Press (Return) to return to the main menu


METRA PARKING INVENTORY
E EDIT, ADD, OR VIEW DATA
R REPORTS AND STATISTICS
X EXIT
EXIT
X Return to DOS
Press (Return) to return to the main menu

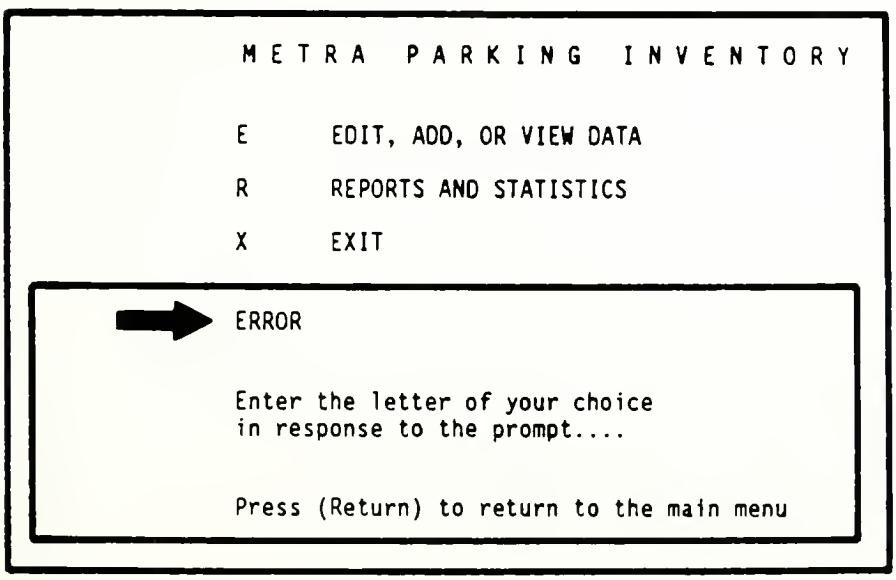

METRA PARKING INVENTORY
E EDIT, ADD, OR VIEW DATA
R REPORTS AND STATISTICS
X EXIT
ERROR
Enter the letter of your choice
in response to the prompt....
Press (Return) to return to the main menu

TABLE 2: STATISTICAL REPORTS AVAILABLE
FROM THE METRA PARKING DATA BASE

Data Summary 1 -	Station Capacity and Utilization
Data Summary 2 -	Station Amenities
Data Summary 3 -	Physical Condition
Data Summary 4 -	Fee and Collection Responsibility
Data Summary 5 -	Ownership and Maintenance Responsibility
Special Report A -	Station Bicycle Access
Special Report B -	Station Capacity Utilization Ranking
Special Report C -	Station Parking Summary

EXHIBIT 13

Page No. S
08/04/87

DS1

DATA SUMMARY PART 1

Capacity and Use by RRLine, Station, and Parking Category
dsfsum1.frm

STATION CODE AND NAME	OFF-STREET DES CAP	OFF-STREET DES USE	OFF-STREET JNT CAP	OFF-STREET JNT USE	OFF-STREET NON-DES CAP	OFF-STREET NON-DES USE	ON-STREET DES CAP	ON-STREET DES USE	ON-STREET NON-DES CAP	ON-STREET NON-DES USE	OTHER DES CAP	OTHER USE	TOTAL CAP	TOTAL USE	PERCENT USED
** RRLine: RI-MAIN															
6098 GRESHAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
6109 LONGWOOD, 95TH ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
6120 WASHINGTON HTS,103RD	53	53	0	0	0	0	0	0	0	0	0	0	53	53	1.000

DS2

PARKING SUMMARY REPORT

TABLE 2 - Station Amenities

RRLINE	STATION	BUS SERVICES AVAILABLE	DESIG BUS STOP	EXCL KISS&RIDE LANE	EXCL TAXI LANE	DESIG BICYCLE SPACES	DESIG MOTORCYCLE SPACES
Railroad	Station	Route #	No Yes	No Yes	No Yes	No Yes	No Yes

DS3

PARKING SUMMARY REPORT

TABLE 3 - Physical Condition of Lots

RRLINE	STATION	METRA LOT #	LOT LOCATION	LOT TYPE	LOT CATEGORY	SURFACE TYPE	QUALITATIVE CONDITION	CONDITION RATING SCORE	CONDITION PERCENTILE SCORE	CONDITION DATE
Railroad	Station	#	Description	Structure Surface Other	Off-Street Desig Joint Non-des On-Street Desig Non-des	Paved Improved Part Pav Part Grav Unimp	Excellent Good Fair Poor	PCI	Percentile	mm/dd/yy

DS4

PARKING SUMMARY REPORT

TABLE 4 - Fee and Collection Responsibility

RRLINE	STATION	METRA LOT #	LOT LOCATION	RESPONSIBLE FOR FEE COLLECTION	COLLECTION METHOD	MAXIMUM RESIDENT FEE/PERIOD	MAXIMUM NON-RES FEE/PERIOD	TOTAL AUTO CAPACITY	FEE DATE	INFORMATION TEL. #
Railroad	Station	#	Description	Public Vil/Mun Other Private RR Owner	Meters Stickers Wind Card Col Board Gate Attend Other	$/Time	$/Time	#	mm/dd/yy	Telephone #

DS5

PARKING SUMMARY REPORT

TABLE 5 - Ownership and Maintenance Responsibility

RRLINE	STATION	METRA LOT #	LOT LOCATION	PROPERTY OWNER	IMPROVEMENT OWNER	LEASEE	RESPONSIBLE FOR PERIODIC MAINTENANCE	RESPONSIBLE FOR MAJOR MAINTENANCE	RESPONSIBLE FOR UTILITIES	CONTACT NAME AND TEL #
Railroad	Station	#	Description	Public Vil/Mun Other Private RR Name	Public Vil/Mun Other Private RR Name	Public Vil/Mun Other Private RR Name	Public Vil/Mun Other Private RR Name	Public Vil/Mun Other Private RR Name	Public Vil/Mun Other Private RR Name Other	Name Telephone #

Samples of Special Reports A through C are shown in Exhibit 14. Special Report A covers the bicycle related amenities available at each station. Special Report B presents station level data ranked by the percent capacity used. Special Report C is a one page summary of some of the key station and lot data. Each of the Data Summary and Special Reports can be produced through menu selections. Thus, current parking information can easily be retrieved from the Metra parking system by the general user without programming. New or revised information can also be entered into the data base through the user friendly mode. As noted, more specialized analysis requires a knowledge of dBase III Plus. Use of the Metra parking system in the full-use mode assumes a working knowledge of computer programming, microcomputer data base management and the dBase III Plus software.

EXHIBIT 14

SRA

PARKING SUMMARY REPORT

SPECIAL REPORT A - Station Bicycle Access

RRLINE	STATION	BICYCLE SPACES BY TYPE	BICYCLE SPACES USED	PERCENT BICYCLE SPACES USED	TOTAL AUTO CAPACITY	AUTO SPACES USED	PERCENT AUTO SPACES USED	COUNT DATE
Railroad	Station	Rack #	#	%	#	#	%	mm/dd/yy
		Loop #	#	%				
		Locker #	#	%				
		Other #	#	%				
		Total #	#	%				

SRB

Page No. 4
06/04/87

SPECIAL REPORT B

Sorted by Percent in Use
spclrptb.frm

RRLINE	STATION CODE AND NAME	OFF-STREET ON DES CAP	OFF-STREET ON DES USE	OFF-STREET NON-DES CAP	OFF-STREET NON-DES USE	ON-STREET ON DES CAP	ON-STREET ON DES USE	ON-STREET NON-DES CAP	ON-STREET NON-DES USE	OTHER CAP	OTHER USE	TOTAL CAP	TOTAL USE	PERCENT USED
ICG-MAIN	5135 107TH ST	0	0	0	0	0	0	9	8	0	0	9	8	0.889
ICG-MAIN	5074 U OF C, 59TH ST	0	0	0	0	25	22	140	125	0	0	165	147	0.891
RI-SUB	7123 99TH ST	190	184	0	0	48	29	0	0	0	0	238	213	0.895
MILW-W	12239 ROSELLE	958	858	0	0	0	0	0	0	0	0	958	858	0.896
MILW-N	15174 GLENVIEW	247	242	0	0	472	404	0	0	0	0	719	646	0.898
ICG-MAIN	5223 HAZELCREST	218	190	0	0	43	43	0	0	0	0	259	233	0.900
CNW-NW	13135 PARK RIDGE	98	84	34	26	88	84	49	48	0	0	269	242	0.900
ICG-SOCN	1120 83RD ST	23	23	0	0	41	35	0	0	0	0	64	58	0.906
CNW-N	17192 GLENCOE	379	335	0	0	0	0	147	142	0	0	526	477	0.907
RI-MAIN	6251 80TH ST, TINLEY PARK	894	812	0	0	0	0	0	0	0	0	894	812	0.908
CNW-W	11143 BERKELEY	0	0	0	0	121	110	0	0	0	0	121	110	0.909
SO SH	3190 HEGEWISCH	270	269	0	0	300	240	0	0	109	109	0	0	679	618	0.910
MILW-N	15280 LAKE FOREST	45	29	0	0	0	0	132	132	0	0	0	0	177	161	0.910
CNW-NW	13268 PALATINE	1099	1011	0	0	0	0	24	14	0	0	0	0	1123	1025	0.913
BN	10091 LAVERGNE	0	0	0	0	0	0	172	158	0	0	0	0	172	158	0.919
MILW-N	15440 ROUND LAKE	63	51	0	0	0	0	115	113	0	0	0	0	178	164	0.921
CNW-NW	13319 BARRINGTON	913	895	108	49	0	0	0	0	0	0	0	0	1021	944	0.925
RI-SUB	7128 103RD ST	298	283	0	0	0	0	195	175	0	0	0	0	493	458	0.929

SRC

DATE: 06/04/87

STATION PARKING SUMMARY

SPECIAL REPORT C

Station: HINSDALE
METRA Station no.: 10169
RR Line: BN
Fare zone: 0
Daily boardings: 1196

METRA

Lot No.	Location	Loc. Type	Fees	Collect. Method	Capacity	Used	Use Rate	PCI	Rating
1	WASHINGTON & FIRST STS	OFF-DES	$2./Q RES	STICKER	50	29	0.580	52	FAIR
2	SYMONDS & PARK	OFF-DES	40./Q RES	STICKER	14	14	1.000	0	NR
3	SYMONDS DR, E OF PARK	ON-DES	40./Q RES	STICKER	42	21	0.500	0	NR
4	CHESTNUT BETW CLAY & VINE	ON-DES	.25/4HRS	METER	36	25	0.694	0	NR
5	SYMONDS DR & GARFIELD	OFF-DES	40./Q RES	STICKER	39	35	0.897	82	VGOOD
6	HINSDALE AVE, W OF LINCOLN	ON-DES	1./12HRS	METER	55	55	1.000	0	NR
7	GARFIELD AVE & MAPLE	OFF-DES	46./Q RES	STICKER	34	29	0.853	60	GOOD
8	LINCOLN ST, S OF FIRST	OFF-DES	.75/9HRS	METER	21	20	0.952	36	POOR
9	CHESTNUT BETW LINCOLN & WASHNG	OFF-DES	40./Q RES	STICKER	168	144	0.857	100	EXCEL
10	WASHINGTON & CHICAGO AVES	ON-DES	40./Q RES	STICKER	13	13	1.000	0	NR
11	CHICAGO BETW WASHNG & GARFIELD	ON-DES	40./Q RES	STICKER	13	13	1.000	0	NR
Totals for this station:					485	398	0.821		

Data date: 12/17/86
Station use percentile score:
Weighted average daily fee:

CHAPTER IV: CHARACTERISTICS OF COMMUTER PARKING

Introduction

The most frequent mode of travel to Metra commuter rail stations is the drive-and-park mode. Clearly, the availability and condition of parking around stations plays a role in consumers' decisions to utilize commuter rail.

The parking inventory/assessment involved field visits to 208 Metra stations. Parking conditions around each Metra station vary widely from 22 stations at which no explicit commuter parking was provided to 6 stations at which over 1,000 parking spaces were provided for commuter rail users. Some basic statistics on the amenities available at each station and on parking supply and use systemwide and by rail line are provided in this chapter. As noted, these summary statistics represent only a small portion of the detailed data in the three primary database segments. The user requiring more detailed information or analysis is referred to the computer database and the Station Atlas.

At the 186 stations where commuter parking was determined to exist, 861 parking locations were identified having more than 45,600 cars parked in over 54,000 spaces for an overall systemwide use rate of 84%. Unless otherwise noted, these statistics are based on the ADJUSE and ADJCAP measures of use and capacity since these variables most closely reflect commuter activity at each station.

General Station Characteristics

General information on services and amenities available at the 208 stations is provided by the inventory data base. Such amenities include various access services, types of facilities, information resources, and other station features to facilitate commuter use of the stations, as summarized in Table 3.

Systemwide Commuter Parking Characteristics

A wide array of parking conditions exist around the 208 stations included in this inventory. As noted, 22 stations provide no parking while over 1,000 parking spaces are provided at 6 stations. The stations with no parking are primarily inner-city locations with relatively low boardings and surrounded by higher density development. The larger suburban stations with heavy ridership generally are served by extensive parking facilities.

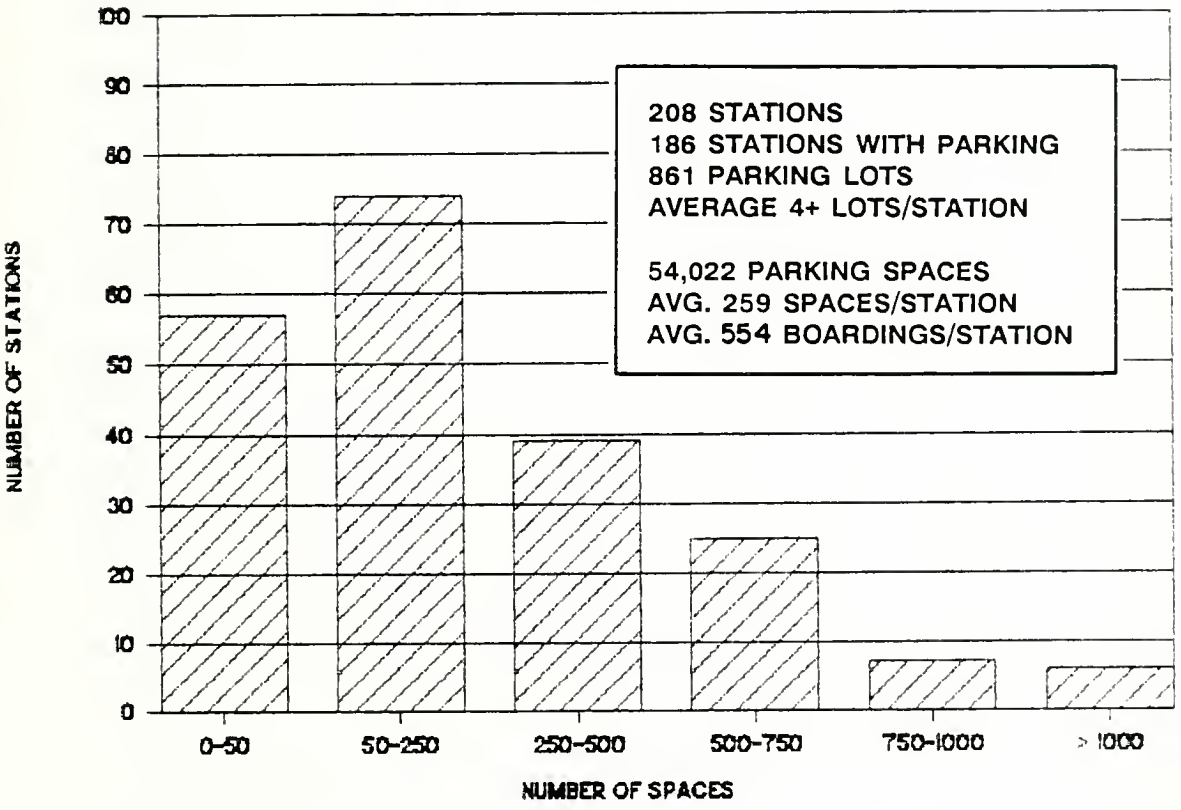
Exhibit 15 shows the distribution of the 208 surveyed stations of the Metra system by the number of spaces provided. There are a total of 861 parking locations at the 208 stations. These locations provided over 54,000 parking spaces. Over 45,600 autos were parked in these spaces for a systemwide user rate of over 84%. The average station in the Metra system at which parking is provided is used by 245 auto drivers requiring parking spaces. The distribution of stations by number of spaces used is shown in Exhibit 16. Over 1,000 vehicles were parked at the four largest Metra stations.

TABLE 3: SUMMARY OF METRA STATION AMENITIES

	Number	Percent Of Total	Percent of Stations with Amenity
Total METRA Stations	208	100.0%	
Stations with Access Services/Facilities			
PACE or Other Bus Stop	68	32.6%	
Taxi Stand	54	26.0%	
Private Service Bus Stop	5	2.4%	
Exclusive Kiss-and-Ride Lane	64	30.8%	
(Average Length in Feet)	(154)		
Stations with Information Resources			
METRA System Map Display	44	21.1%	
Indoor	39		88.6%
Outdoor	3		6.8%
Both	2		4.5%
METRA Schedule Display	124	59.6%	
Indoor	79		63.7%
Outdoor	14		11.3%
Both	31		25.0%
Stations with Bus Service	33	15.9%	
Bus Schedule Display	29	13.9%	
Indoor	24		82.8%
Outdoor	3		10.3%
Both	2		6.9%
Stations with Parking	186	89.4%	
Parking Map Display	7	3.4%	
Indoor	6		85.7%
Outdoor	1		14.3%
Both	0		0.0%
Stations with Other Services/Facilities			
Public Telephone	125	60.1%	
Indoor	18		14.4%
Outdoor	94		75.2%
Both	13		10.4%
Auto Parking	186	89.4%	
(Average Number of Spaces All Stations)	(259)		
(Average Number of Spaces, Stations with Parking)	(290)		
Designated Motorcycle Parking	6	2.9%	
(Average Number of Spaces)	(9)		
Designated Bike Parking			
Bike Rack	54	26.0%	
(Average Length in Feet)	(22)		
Bike Loop	16	7.7%	
(Average Number of Spaces)	(23)		
Bike Lockers	2	1.0%	
(Average Number of Spaces)	(11)		
Other	1	0.5%	

EXHIBIT 15

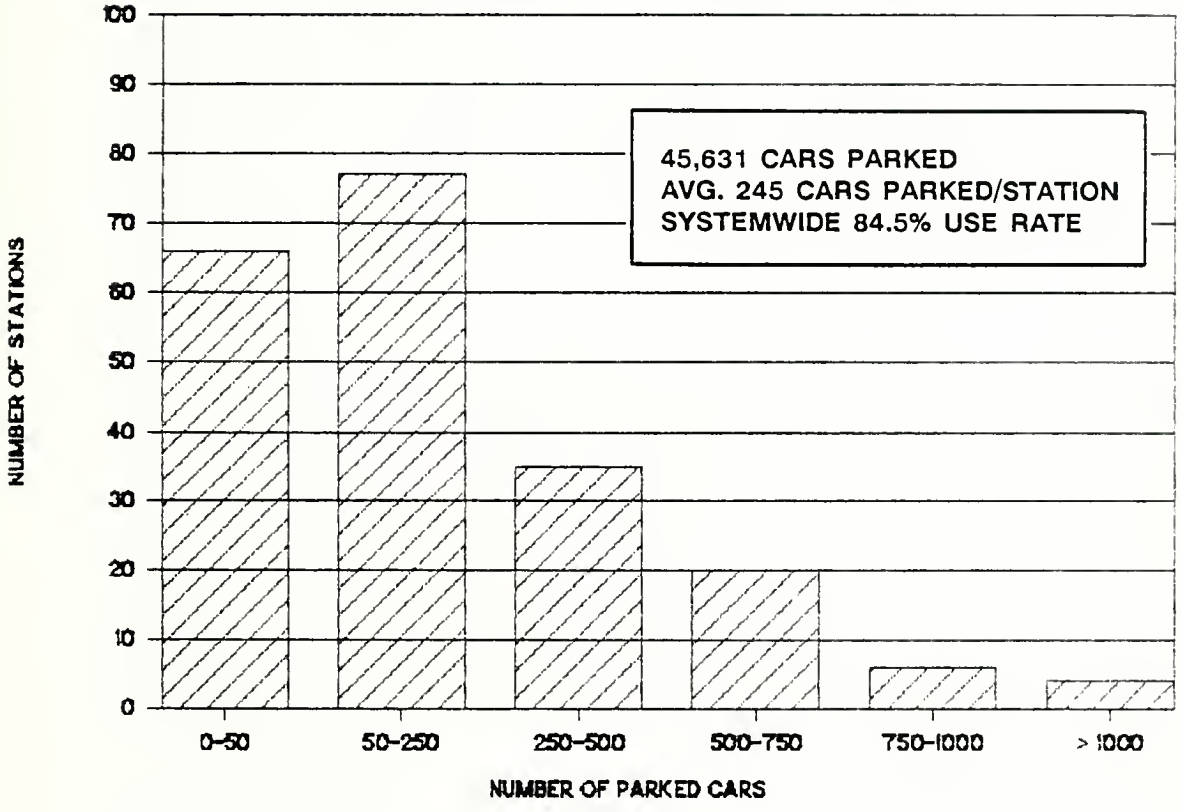
STATIONS BY PARKING AVAILABILITY



NOTE: PARKING CAPACITY BASED ON ADJCAP DATA.

EXHIBIT 16

STATIONS BY SPACES USED



NOTE: PARKING CAPACITY AND USE BASED ON ADJCAP AND ADJUSE DATA.

Station and Lot Characteristics

The number of stations serving each Metra commuter rail line is summarized in Table 4. Stations on each line have been categorized as those where parking facilities are provided for commuter rail users and those where no parking facilities are provided. Of the 208 stations surveyed, commuter parking was available at 186 or nearly 90% of the stations. As shown in Table 4, the stations without parking were primarily located along the MED line. These are typically stations located in densely developed areas within the City of Chicago. Access to these stations is largely by walking, though most of these stations are also along CTA bus routes. Parking facilities are provided at nearly all suburban commuter rail stations where densities are considerably lower and where drive and park is the predominant access mode to commuter rail services.

Lots by Category

The parking facilities serving commuters were classified as either on-street, off-street, designated, or nondesignated. On-street facilities provide direct and unrestricted access to the parking spaces from the public right-of-way. On-street off-roadway facilities are those located outside the curbline but providing unrestricted access to the lot. Off-street facilities are those in which access to the lot is limited to a few points. In these cases, the user first enters the lot from the public right-of-way and then pulls into a parking space. Designated locations are those clearly marked as available for commuter use. In many cases, these lots are exclusively for commuter parking and they may require permits, special vehicle stickers, or simply be signed as commuter lots. In some cases, the lots are shared between commuters and other users. Such designated lots may be located either on-street or off-street.

Nondesignated lots are those which are located in close proximity to the station and are clearly used by commuters, but not explicitly designated as commuter lots through signage or other requirements. Again, nondesignated lots may be located either on-street or off-street. Joint use lots are those off-street locations used partially by commuters, but whose primary function is to provide parking for other (noncommuter) activities. Examples of such facilities are lots serving churches, theaters, and a variety of other retail or commercial activities, but also are partially used by commuters.

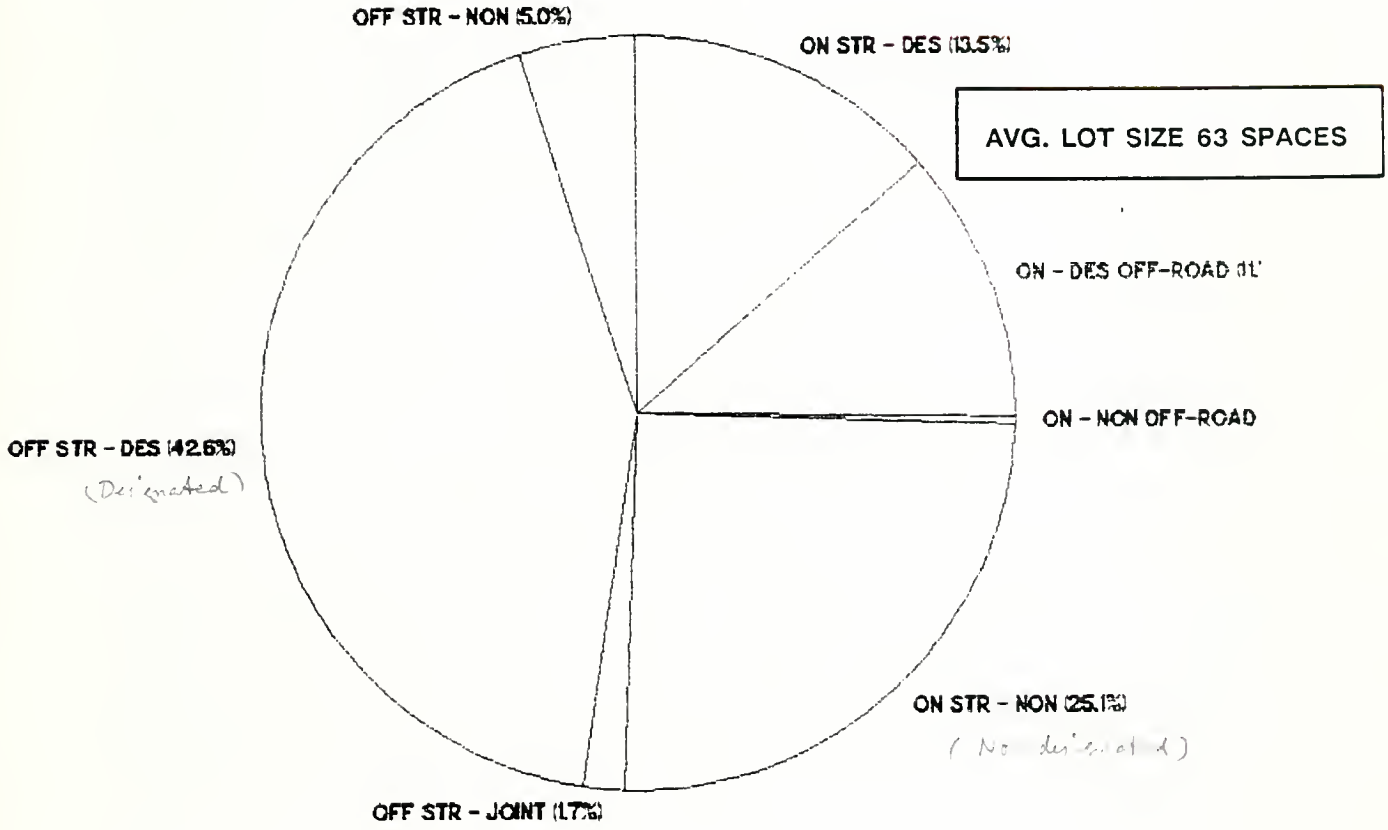
As shown in Exhibit 17, over 42%, or 367, of all parking locations are off-street, designated commuter rail parking lots. These are the typical commuter rail parking lots generally located in close proximity to the station itself. Another 116 locations, or 13.5%, are on-street designated lots and 101 or 11.7% are on-street, off-roadway designated lots. On-street nondesignated, off-street nondesignated, off-street joint-use and on-street off-roadway nondesignated lots account for the remaining facilities, at 25.1%, 5.0%, 1.7%, and 0.3%, respectively.

TABLE 4: STATIONS BY RAILROAD LINE

Railroad Line	Number of Stations		
	With Parking	Without Parking	Total
MED-SC	7	1	8
CSS	1	0	1
MED-BI	7	0	7
MED	20	12	32
RID	10	2	12
RID-B	10	1	11
NWR	6	1	7
MHC	5	1	6
BNR	23	2	25
CNW-W	15	1	16
MWD-W	21	0	21
CNW-NW	21	0	21
MWD-N	17	1	18
CNW-N	23	0	23
All	186	22	208
Percent	89.4%	10.6%	100.0%

EXHIBIT 17

LOTS BY PARKING CATEGORY


OFF STR - NON (5.0%)
ON STR - DES (13.5%)
AVG. LOT SIZE 63 SPACES
ON - DES OFF-ROAD (1
ON - NON OFF-ROAD
OFF STR - DES (42.6%)
(Designated)
ON STR - NON (25.1%)
OFF STR - JOINT (1.7%)

A breakdown of the number of lots in each of the five major categories by railroad line is provided in Table 5. The single largest category of parking facilities are off-street, designated lots (OFF-DES) which account for 42.6% of the 861 locations inventoried. On-street, designated lots (ON-DES) account for an additional 25.2%. On-street, nondesignated lots (ON-NON) represent 25.4% of the locations used by commuters, and off-street, nondesignated (OFF-NON) or off-street, joint (OFF-JNT) facilities account for 5.0% and 1.7% of the inventoried lots, respectively. As seen in Table 5, this distribution of lots varies somewhat by railroad line with the inner city stations tending to rely more on on-street parking facilities and the suburban stations typically providing designated, off-street facilities for commuters.

Lots by Surface Type

The type of surface of each lot is summarized in Exhibit 18. Surface types include: paved lots with either a flexible or rigid surface; partially paved lots which are only partly paved; gravel lots with a gravel or crushed stone surface; partially gravel lots; and unimproved lots with a dirt or grass surface. The quality of the parking service provided by the facility is clearly related to surface condition with the developed paved lots providing the best quality, particularly during inclement weather.

Over 84% of the parking locations have paved surfaces, as shown in Exhibit 18. Table 6 shows the distribution of lots by surface type and railroad line. The majority of commuter lots on the Metra system are paved. Some 84.8% of the 861 parking lots were paved. Of the remaining lots, 8.2% are gravel, 3.5% partly paved, 2.4% partly gravel, and only 1.0% unimproved. Thus, Metra commuters are generally provided with reasonably high quality parking facilities on each railroad line. The physical condition of each off-street lot was assessed by a civil engineer using the Pavement Condition Index methodology for paved lots and a modified version of this rating system for unpaved lots. The results of this condition assessment are presented in Chapter V, though most lots were generally found to be in good condition.

The 861 lots surveyed in the inventory were cross classified by parking category and surface type as shown in Table 7. Nearly 38% or 327 of these lots were both paved and off-street. Paved and designated on-street lots accounted for over 23% of the total, or 200 individual lots. Finally, there were 203 paved, but nondesignated on-street lots, accounting for 23.5% of the total. Thus, these three types of facilities represent nearly 85% of the lots serving commuters on the Metra system.

TABLE 5: PARKING LOTS BY CATEGORY AND RAILROAD LINE

	Number of Lots					
Railroad Line	Off-Des	Off-Non	Off-Jnt	On-Des	On-Non	Total
MED-SC	1	2	0	0	20	23
CSS	1	1	0	0	3	5
MED-BI	2	3	0	0	10	15
MED	33	3	2	5	35	78
RID	24	6	4	2	4	40
RID-B	17	4	0	4	24	49
NWR	10	1	1	1	1	14
MHC	7	4	0	0	4	15
BNR	43	1	0	86	4	134
CNW-W	42	5	3	36	17	103
MWD-W	36	4	1	10	25	76
CNW-NW	71	3	3	12	29	118
MWD-N	30	3	1	25	17	76
CNW-N	50	3	0	36	26	115
All	367	43	15	217	219	861
Percent	42.6%	5.0%	1.7%	25.2%	25.4%	100.0%

EXHIBIT 18

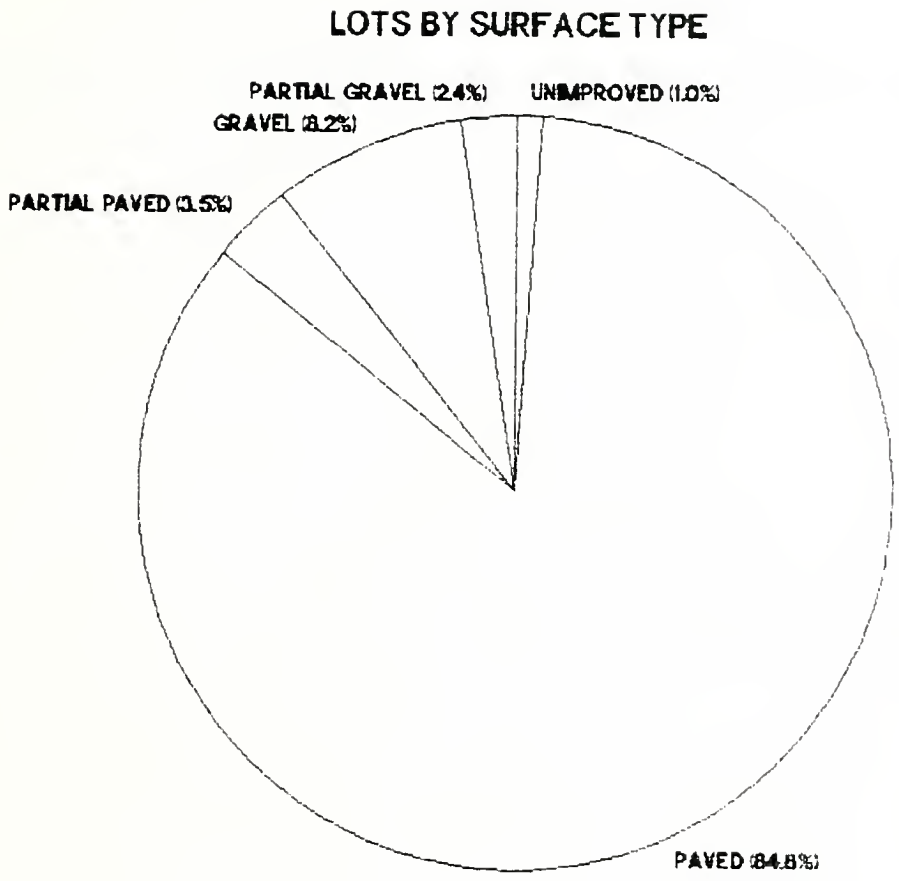

LOTS BY SURFACE TYPE
PARTIAL GRAVEL (2.4%)
UNIMPROVED (1.0%)
GRAVEL (8.2%)
PARTIAL PAVED (3.5%)
PAVED (84.8%)

TABLE 6: PARKING LOTS BY SURFACE TYPE AND RAILROAD LINE

	Number of Lots					
Railroad Line	Paved	Partially Paved	Gravel	Partially Gravel	Unimproved	Total
MED-SC	19	1	2	0	1	23
CSS	3	0	2	0	0	5
MED-BI	12	0	1	1	1	15
MED	66	4	7	1	0	78
RID	29	2	5	3	1	40
RID-B	25	3	10	9	2	49
NWR	11	0	2	0	1	14
MHC	10	2	0	3	0	15
BNR	128	0	5	0	1	134
CNW-W	90	4	6	3	0	103
MWD-W	63	5	8	0	0	76
CNW-NW	109	0	8	1	0	118
MWD-N	60	7	7	0	2	76
CNW-N	105	2	8	0	0	115
All	730	30	71	21	9	861
Percent	84.8%	3.5%	8.2%	2.4%	1.0%	100.0%

TABLE 7: PARKING LOTS BY CATEGORY AND SURFACE TYPE

Parking Category	Surface Type					
	Paved	Partially Paved	Gravel	Partially Gravel	Unimproved	Total
Off-Des	300	13	37	15	2	367
Off-Non	16	2	17	5	3	43
Off-Jnt	11	2	1	0	1	15
On-Des	200	6	10	1	0	217
On-Non	203	7	6	0	3	219
Total	730	30	71	21	9	861

The characteristics of these parking facilities are described in greater detail in Table 8. A modern parking facility is usually considered to be paved, lighted, marked, and with designated handicapped spaces. Presently, 70 parking facilities, or 8.1% with approximately 11,900 spaces, provide all of these facilities.

Capacity Utilization Comparison

Consumer acceptance and use of the rail mode is clearly influenced by the availability, convenience, and cost of commuter parking around each station. A useful measure of the availability and convenience of parking is the percent of capacity used. The distribution of stations by percent capacity used based on the ADJUSE and ADJCAP data is shown in Exhibit 19. The 22 stations without parking facilities are excluded from this analysis. Over 95% of available parking capacity is used at 58 stations. Between 90 and 95% of available spaces are used at 27 stations and between 85 and 90% of available capacity is used at another 24 stations. These 109 stations represent potential capacity problems which the capacity enhancement options discussed later are intended to solve.

There were over 54,000 parking spaces provided for commuter use in the 861 locations inventoried. The parking capacity and use by railroad line is summarized in Table 9. Some 45,600 cars were parked in these 54,000 spaces for an average systemwide utilization rate of 84.5% as shown in Table 9. The utilization rate varied from a low of 68% on the Milwaukee West line to a high of 99.8% at the Hegewisch Station on the South Shore line (the only station inventoried on this line). Most lines duplicated the 84% systemwide average use rate indicating that there is very little excess parking capacity on the Metra system. A capacity assessment was conducted and is described in Chapter VI. Any station experiencing parking utilization ratios above 85% were considered to be deficient in this analysis. Over 50% of Metra's 208 stations are deficient by this standard. Parking enhancement options were evaluated at 31 of the worst stations.

The number of spaces and their usage by parking category and surface type is presented in Table 10. Nearly 73% or 39,352 of the total parking capacity is provided in off-street, designated facilities. Also, over 87% or 47,086 of commuter parking capacity is provided in paved lots. As with the lots themselves, over four-fifths of the total parking capacity is provided in either designated, off-street paved lots (63.9%), designated, on-street paved (14.0%), or nondesignated, on-street paved (6.1%) facilities. As noted in Table 10, the use rate is slightly higher in the designated facilities and in the unpaved lots than the systemwide average.

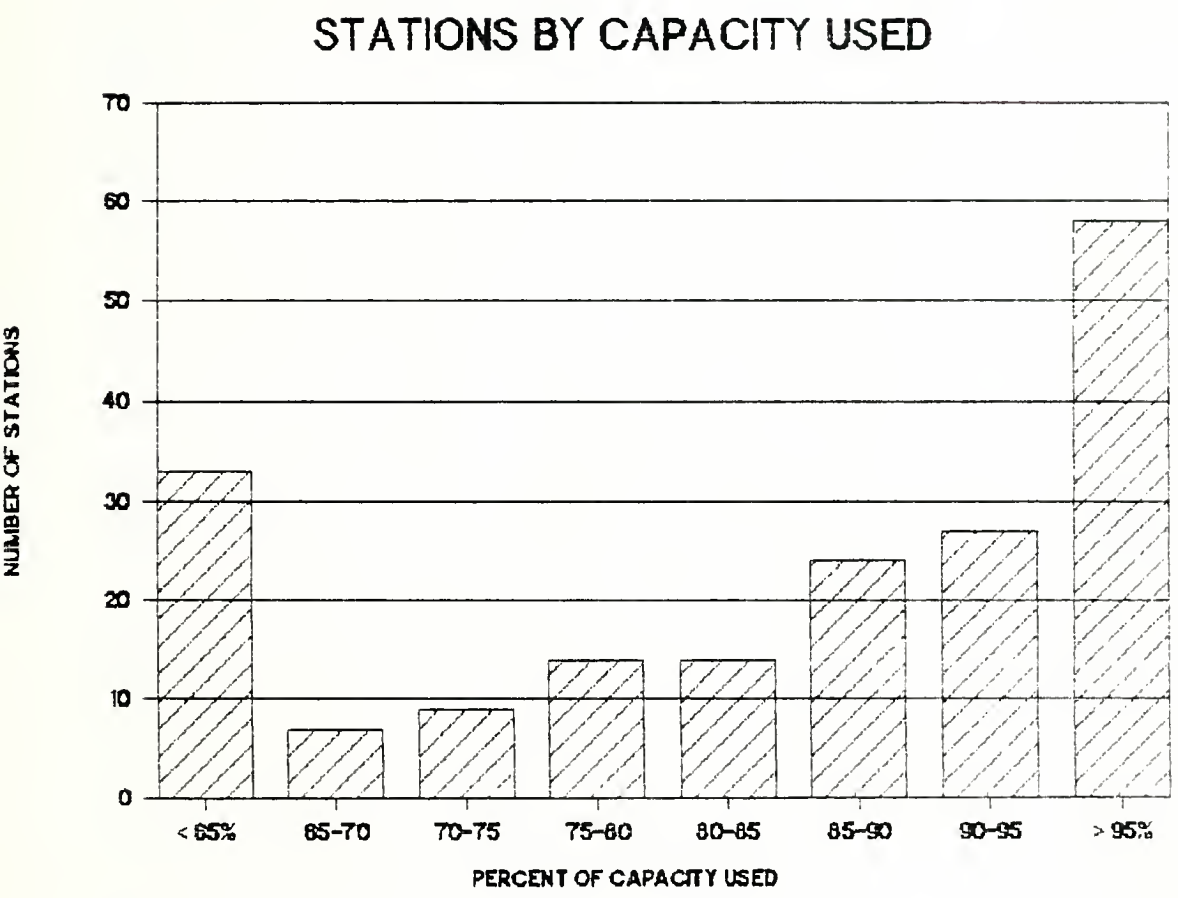
Surface Condition of Parking Lots

A second key objective of the parking inventory was an assessment of the physical condition of all off-street parking locations. The Pavement Condition Index (PCI) methodology was adapted and applied to rate the surface condition of each lot. The distribution of surface conditions for each of the 522 rated lots is shown in Exhibit 20. The majority of lots are in good or better condition. Only 80 lots are categorized as poor, very poor, or failed. Improvement of these deteriorated surfaces is required to maintain an acceptable quality of parking facilities.

TABLE 8: SUMMARY OF COMMUTER PARKING FACILITIES CHARACTERISTICS

	Number	Percent Of Total
Total Parking Facilities	861	100.0%
Facilities by Location and Category		
On-Street Designated	116	13.5%
On-Street Designated, Off-Roadway	101	11.7%
On-Street Nondesignated	216	25.1%
On-Street Nondesignated, Off-Roadway	3	0.3%
Off-Street Designated	367	42.6%
Off-Street Nondesignated	43	5.0%
Off-Street Joint-Use	15	1.7%
Facilities by Ownership		
Municipal/Public Agency	655	76.1%
Rail Carrier	146	17.0%
Private	50	5.8%
Unknown	10	1.2%
Facilities with Special-Purpose Parking		
Facilities with Handicap Spaces	108	12.5%
Facilities with Compact Car Spaces	9	1.0%
Facilities with Short-Term Spaces	28	3.3%
Facilities by Surface Type		
Paved	730	84.8%
Partially Paved	30	3.5%
Gravel	71	8.2%
Partially Gravel	21	2.4%
Unimproved	9	1.0%
Facilities with Site Improvements		
Facilities with Marked Spaces	519	60.3%
Facilities with Lights	509	59.1%
Facilities Paved, Lighted, Marked and with Designated Handicapped Spaces	70	8.1%

EXHIBIT 19



NOTE: PARKING CAPACITY AND USE BASED ON ADJCAP AND ADJUSE DATA.

TABLE 9: PARKING CAPACITY AND USE
BY RAILROAD LINE

Railroad Line	Parking Capacity	Use	Percent Utilization
MED-SC	376	288	76.6
CSS	596	595	99.8
MED-BI	330	290	87.9
MED	7,069	6,234	88.2
RID	3,651	3,116	85.3
RID-B	2,048	1,789	87.4
NWR	916	680	74.2
MHC	463	413	89.2
BNR	8,280	7,109	85.9
CNW-W	5,620	4,845	86.2
MWD-W	6,227	4,223	67.8
CNW-NW	8,775	7,624	86.9
MWD-N	4,157	3,711	89.3
CNW-N	5,524	4,714	85.3
All	54,022	45,631	84.5

Note: Parking capacity and use based on ADJCAP and ADJUSE data.

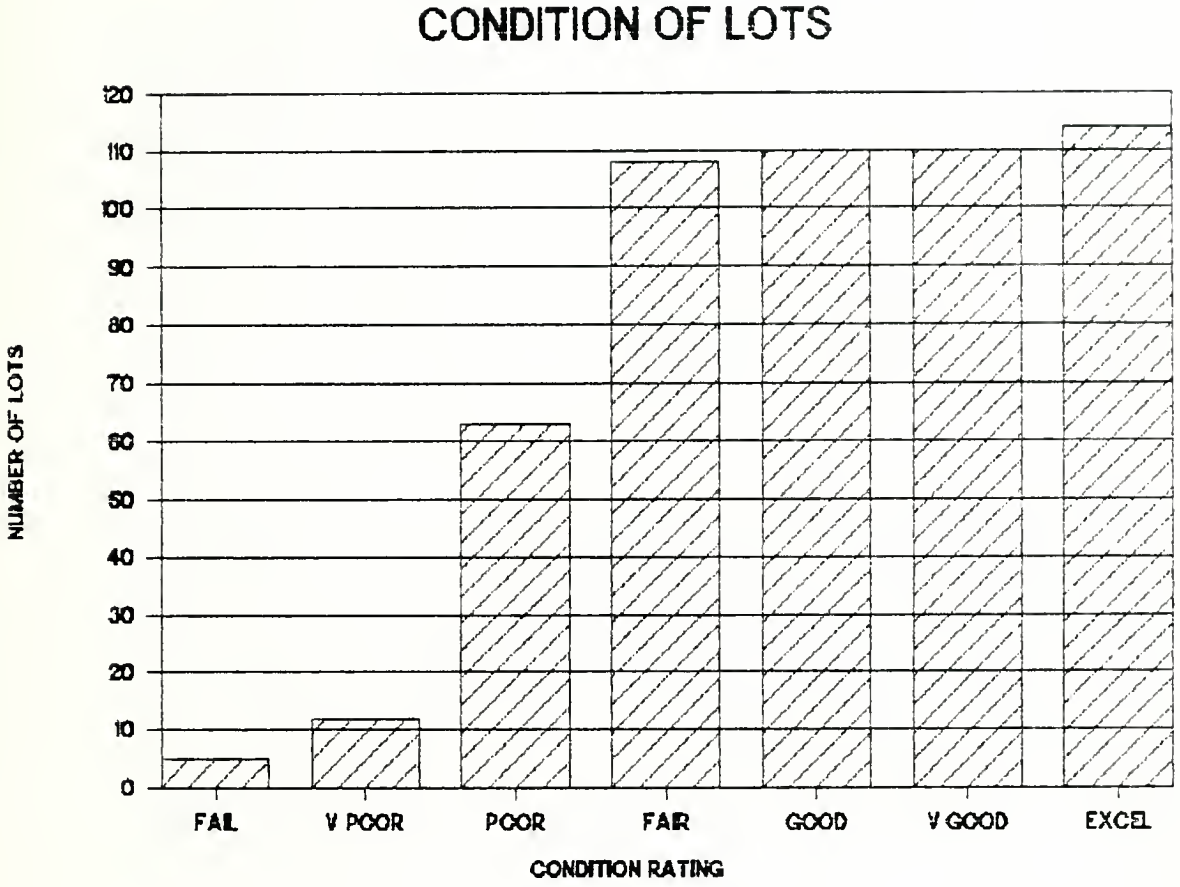
TABLE 10: PARKING CAPACITY AND USE
BY CATEGORY AND SURFACE TYPE

Parking Category	Surface Type: Paved	Partially Paved	Gravel	Partially Gravel	Unimproved	Total
Off-Des	34,519	1,184	2,772	771	106	39,352
	28,538	1,135	2,585	709	105	33,072
	(82.7)	(95.9)	(93.3)	(93.2)	(99.1)	(84.0)
Off-Non	761	57	678	177	50	1,723
	592	18	660	177	48	1,495
	(77.8)	(31.5)	(97.3)	(100.0)	(96.0)	(86.8)
Off-Jnt	923	125	120	0	36	1,204
	793	91	105		36	1,025
	(85.9)	(72.8)	(87.5)		(100.0)	(85.1)
On-Des	7,584	178	286	25	0	8,073
	6,603	140	274	22		7,039
	(87.1)	(78.7)	(95.8)	(88.0)		(87.2)
On-Non	3,299	145	175	0	51	3,670
	2,741	89	125		45	3,000
	(83.1)	(61.4)	(71.4)		(88.2)	(81.7)
Total	47,086	1,689	4,031	973	243	54,022
	39,267	1,473	3,749	908	234	45,631
	(83.4)	(87.2)	(93.0)	(93.3)	(96.3)	(84.5)

Note: XX,XXX = Parking Capacity
XX,XXX = Use
(XX.X) = Percent Utilization

Parking capacity and use based on ADJCAP and ADJUSE data.

EXHIBIT 20


CONDITION OF LOTS
NUMBER OF LOTS
120
110
100
90
80
70
60
50
40
30
20
10
0
FAIL
V POOR
POOR
FAIR
GOOD
V GOOD
EXCEL
CONDITION RATING

Ownership of Parking Lots

The ownership characteristics of each lot were also inventoried and are summarized in Table 11 by railroad line. Ownership was recorded as one of several categories including: municipal lots owned by the municipality in which they were located; carrier lots owned by the railroad or located within the railroad right-of-way; private lots owned by private sector businesses or individuals; other public lots owned by a public agency or entity other than a municipality (e.g., school districts, park districts, etc.); or unknown if the ownership of the lot could not be determined.

Clearly, the predominate ownership category was municipal accounting for 637 lots or nearly 74% of the total. Nearly 17% of the lots are owned by the various railroads, nearly 6% are privately owned, and just over 2% are owned by other public agencies such as school districts, forest preserves, etc..

Lots by Collection Method

Use of the parking facilities at each station generally requires a fee, though 314 of the lots are free. Some lots require fees on a daily basis with the user paying separately for each day's use. Fees at other lots are collected on a long-term basis. Users of such lots purchase weekly, monthly, quarterly, semi-annual, or annual permits, stickers, window cards, or other pre-payment methods. Other lots contain a mix of daily fee or longer-term payment methods.

Lots were categorized as being available either on a daily, long-term, or mix-use basis. Daily lots include those lots that either charge no fee or those where the commuter need not have made a prior arrangement for their use. Long-term lots are those where the commuter would have had to pre-arrange use by paying for that right prior to actually parking in the facility.

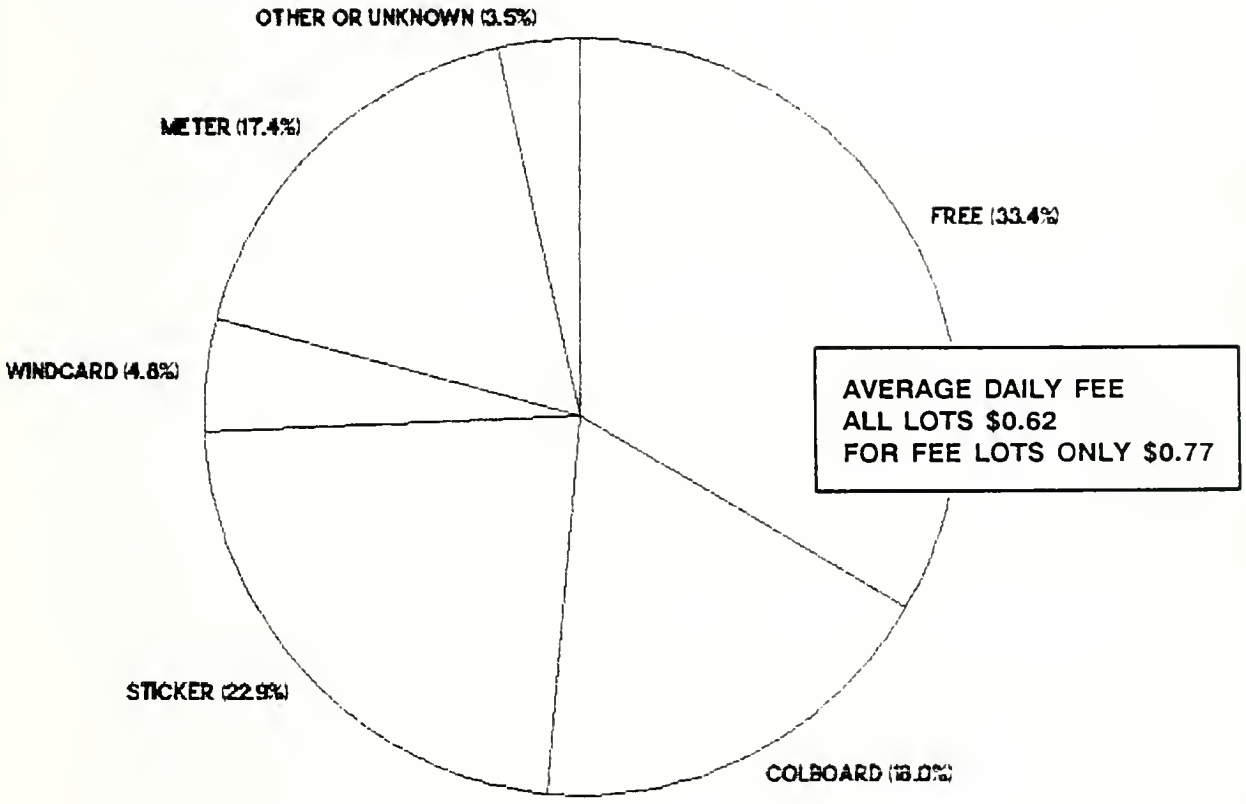
A breakdown of the inventoried lots by the collection method utilized is given in Exhibit 21. Over 33% of the lots charge no fee. The totals in Exhibit 21 sum to more than the 861 lots on the system since some lots utilize more than one collection method (such as both meters and permits). Some 18% of the lots utilize a collection board for some spaces and fees in over 17% of the lots are at least partly collected by meters, both of which are primarily daily oriented methods. Fees in nearly 23% of the lots are collected by permit. The average daily fee in all lots (including free lots) was 62 cents. For lots in which a fee is charged, the average daily fee is 77 cents. Thus, the data base can provide useful information on the cost of parking which can be used to define the parameters of reasonable alternative access charges such as feeder bus fares.

TABLE 11: PARKING LOTS BY OWNERSHIP TYPE AND RAILROAD LINE

	Number of Lots					
Railroad Line	Municipal	Carrier	Private	Other Public	Unknown	Total
MED-SC	21	0	0	0	2	23
CSS	3	2	0	0	0	5
MED-BI	10	2	2	0	1	15
MED	66	1	10	1	0	78
RID	21	5	8	4	2	40
RID-B	26	18	1	2	2	49
NWR	10	1	3	0	0	14
MHC	7	6	0	2	0	15
BNR	107	18	7	2	0	134
CNW-W	88	11	3	0	1	103
MWD-W	55	8	6	6	1	76
CNW-NW	86	25	6	0	1	118
MWD-N	49	23	3	1	0	76
CNW-N	88	26	1	0	0	115
All	637	146	50	18	10	861
Percent	74.0%	17.0%	5.8%	2.1%	1.2%	100.0%

EXHIBIT 21

LOTS BY COLLECTION METHOD



NOTE: AN INDIVIDUAL LOT MAY HAVE MORE THAN ONE COLLECTION METHOD.

The distribution of lots by collection class is shown in Table 12. The majority of lots or 67.9% are used on a daily payment basis. Long-term payment methods are used in over 20% of the lots and 11.2% of the lots are mixed use between daily and long-term methods. Again, this distribution varies among railroad lines. The MED lines, with a large number of city stations, tend to rely on free or daily-based payment methods, whereas suburban stations make greater use of long-term methods.

Table 13 provides a summary of the average daily fee charged for commuter parking by railroad line. Fees charged on an hourly, weekly, monthly, quarterly, or other time period have been converted into daily averages assuming 10 hours per day and 21 days per month. The overall average fee for all lots was approximately $0.62 per day.

The breakdown of parking spaces and use by ownership type and fee type is shown in Table 14. Relatively little variation was observed in the percent utilization among these categories, though the daily use facilities experienced slightly higher use rates than the long-term lots. Analysis of the permit lots indicated that while only 75% to 80% of the spaces were used on the survey date, permits were sold for upwards of 95% of the available spaces. This suggested the potential to oversell permit spaces to take advantage of the consistent 23% absentee factor and to fully utilize the capacity of these lots. The feasibility of this capacity enhancement option is discussed in detail in Chapter VI.

The following two chapters describe the results of the condition and capacity assessments, respectively. In Chapter V the improvements needed and the cost to bring all off-street lots to an acceptable surface condition are discussed. In Chapter VI a variety of capacity enhancement options ranging from low-cost transportation management techniques to construction of new commuter parking lots are addressed.

TABLE 12: PARKING LOTS BY COLLECTION CLASS AND RAILROAD LINE

Railroad Line	Number of Lots			
	Day	Long-Term	Mixed	Total
MED-SC	23	0	0	23
CSS	5	0	0	5
MED-BI	15	0	0	15
MED	61	10	7	78
RID	20	9	11	40
RID-B	49	0	0	14
NWR	8	6	0	49
MHC	15	0	0	15
BNR	49	62	23	134
CNW-W	77	13	13	103
MWD-W	60	11	5	76
CNW-NW	93	19	6	118
MWD-N	52	15	9	76
CNW-N	58	35	22	115
All	585	180	96	861
Percent	67.9%	20.9%	11.2%	100.0%

TABLE 13: AVERAGE DAILY FEE BY RAILROAD LINE

Railroad Line	All Lots ($)
MED-SC	0.00
CSS	0.00
MED-BI	0.29
MED	0.59
RID	0.51
RID-B	0.16
NWR	0.56
MHC	0.04
BNR	0.74
CNW-W	0.71
MWD-W	0.55
CNW-NW	0.70
MWD-N	0.43
CNW-N	0.70

Note: Average daily fee calculated based on all lots including those charging fees and those at which no fee is charged.

TABLE 14: PARKING CAPACITY AND USE
BY OWNERSHIP TYPE AND FEE TYPE

Ownership	Fee Type			
	Day	Long-Term	Mixed	Total
Municipal	22,685	7,775	6,891	37,351
	18,529	6,538	6,137	31,204
	(81.7)	(84.1)	(89.1)	(83.5)
Carrier	6,282	2,842	1,202	10,326
	5,705	2,218	1,009	8,932
	(90.8)	(75.7)	(83.9)	(86.5)
Private	2,776	1,095	1,124	4,995
	2,500	916	895	4,311
	(90.1)	(79.0)	(79.6)	(86.3)
Public	736	290	0	1,026
	618	258		876
	(84.0)	(89.0)		(85.4)
Unknown	300	0	24	324
	284		24	308
	(94.7)		(100.0)	(95.1)
Total	32,779	12,002	9,241	54,022
	27,636	9,930	8,065	45,631
	(84.3)	(82.7)	(87.3)	(84.5)

Note: XX,XXX = Parking Capacity
XX,XXX = Use
(XX.X) = Percent Utilization

Parking capacity and use based on ADJUSE and ADJCAP data.

CHAPTER V: PHYSICAL CONDITION ASSESSMENT

Introduction

The surface condition of each off-street parking lot was evaluated as part of the Inventory/Assessment. The type of and cost of improvements needed to bring lots to an acceptable service level was also assessed.

This assessment of the physical condition of the parking facilities was a major component of the study. The planning level estimates of systemwide cost provide a measure of the cost to the public sector to maintain and improve an important element of the access system serving the rail mode. Well maintained parking facilities are essential to holding and expanding the commuter rail market. The pavement condition evaluation methods and results are described in this chapter.

Pavement Condition Survey Methodology

The pavement condition ratings for the parking lots surveyed which were either rigid or flexible pavements were developed using the procedures outlined in "Procedure for Condition Survey of Civil Airports" which was prepared for the U.S. Department of Transportation, Federal Aviation Administration by Civil Engineering Research Laboratory of the U.S. Army Corps of Engineers (Report No. FAA-RD-80-55). This report describes the Pavement Condition Index (PCI) methodology which is commonly used to evaluate paved surfaces. Minor modifications were incorporated in the PCI method to reflect the differences between parking lots and airport runways, taxiways, and aprons. A copy of the PCI manual has been provided in the supporting documents prepared for this study. The PCI method is summarized in Exhibit 22.

An initial observation of the entire parking lot was made to determine the general condition. A sample area was then selected which was representative of the entire lot. The sample unit size averaged approximately 5,000 square feet. For very large lots or for surfaces with great variation of conditions, examination of more than one sample unit was made. The field observation procedure utilized visual observations and relied strongly on the experience, engineering judgment and interpretation of the observer. The condition survey was conducted by a registered professional engineer. Knight recommends that the PCI method be applied by a civil engineer as was used in this study.

Procedure for Flexible Pavement Lots

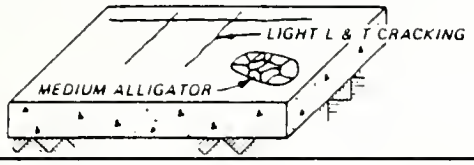
Each sample unit in the lot was inspected. The distress inspection was conducted by walking over the sample unit, measuring the distress type and severity and recording the data on the flexible pavement Condition Form shown as Exhibit 8 (Chapter II). One data sheet was used for each sample unit. A measuring wheel was used for measuring distress. Each column on the Condition Form was used to represent a distress type and the amount and severity of each distress type

EXHIBIT 22

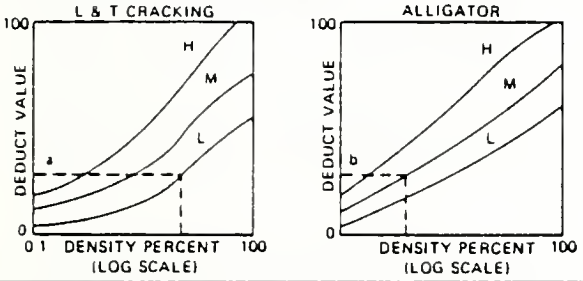
STEP 1. DIVIDE PAVEMENTS INTO FEATURES.

STEP 2. DIVIDE PAVEMENT FEATURE INTO SAMPLE UNITS.

STEP 3. INSPECT SAMPLE UNITS; DETERMINE DISTRESS TYPES AND SEVERITY LEVELS AND MEASURE DENSITY.

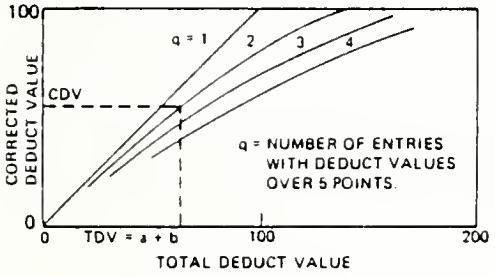


STEP 4. DETERMINE DEDUCT VALUES



STEP 5. COMPUTE TOTAL DEDUCT VALUE (TDV) a + b

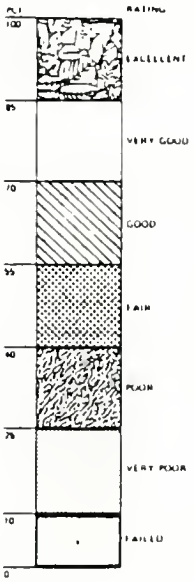
STEP 6. ADJUST TOTAL DEDUCT VALUE



STEP 7. COMPUTE PAVEMENT CONDITION INDEX (PCI) = 100 - COV FOR EACH SAMPLE UNIT INSPECTED.

STEP 8. COMPUTE PCI OF ENTIRE FEATURE (AVERAGE PCI'S OF SAMPLE UNITS).

STEP 9. DETERMINE PAVEMENT CONDITION RATING OF FEATURE.



Steps for determining PCI of a pavement feature

located in the sample unit. For example, distress No. 1 (alligator cracking) would be recorded as 6 x 4L, which indicates that the area of alligator cracking is 6 feet by 4 feet and of low severity. Distress type No. 8 (longitudinal and transverse cracking) was measured in linear feet, thus 10L indicates 10 linear feet of light cracking. This format is very convenient for recording data in the field.

Each distress type and severity level was summed either in square feet or linear feet, depending on the type of distress. The total units, either in square feet or linear feet, for each distress type and severity level was then divided by the area of the sample unit to obtain the percent density. Using the PCI manual, the deduct values for each distress type and severity level are determined. The deduct values were summed to obtain the deduct total.

Noting how many individual deduct values are greater than 5, the manual is used to obtain the corrected deduct value. The Pavement Condition Index (PCI) was then calculated, and the qualitative rating from the manual was entered on the flexible pavement Condition Form.

The mean PCI for the lot was determined by averaging the PCI's from each sample unit if more than one sample unit was used for a lot. The overall condition rating of the lot was determined by use of the mean PCI and the manual.

Procedure for Rigid Pavement Lots

Each sample unit in the lot was inspected. The actual inspection was performed by walking over each slab of the sample unit being surveyed and recording distress existing in the slab on the jointed rigid pavement Condition Form shown as Exhibit 8 (Chapter II). One data sheet was used for each sample unit. A sketch was made of the sample unit, using the dots as joint intersections. The appropriate number code for each distress found in the slab was placed in the square representing the slab. The letters L (low), M (medium), or H (high) are included along with the distress number code to indicate the severity level of the distress. For example, 15L indicates that low severity corner spalling exists in the slab.

Space is provided on the jointed rigid pavement Condition Form to summarize the distress and compute the PCI for the sample unit. The distress type and severity level and the number of slabs in the sample unit containing each type and level of distress was recorded. Next the percentage of the total number of slabs in the sample unit containing each distress type and severity level was calculated. Using the PCI manual, the deduct value for each distress type and severity level was determined. The deduct values were summed to obtain the deduct total.

Noting how many individual deduct values are greater than 5, the manual was consulted to obtain the corrected deduct value. The PCI was then calculated and the rating from the manual was entered on the Condition Form. The overall condition rating of the feature was determined by using the mean PCI and the manual as in the flexible pavement case.

Procedure for Unpaved Lots

No method for rating unpaved lots was available. To be consistent with the procedures for flexible and rigid pavements, a numerical rating along with a descriptive rating was considered desirable.

A rating method taking into consideration the following four factors was developed:

- Surface Condition
  - Material type
  - Gradation of material
  - Apparent thickness of surface material
  - Apparent rigidity of the surface
- Drainage
  - Presence of standing water
  - Indication of periodic standing water
  - Ease of runoff and provision for accepting runoff
- Depressions
  - Size and depth of depressions (Pot Holes)
  - Relative number of depressions
- Rutting
  - Relative smoothness
  - Depth of rutting

For each factor deduct values were established as follows:

Excellent	0 to 5
Good	6 to 12
Fair	13 to 19
Poor	20 to 25

The deduct values were totaled and total deduct value was subtracted from 100 to obtain the numerical condition rating number. A descriptive rating was also assigned to the unpaved and unimproved lots based on the condition rating number and recorded on the flexible pavement Condition Form as the PCI.

It should be noted that the numerical and descriptive ratings of an unpaved lot may change drastically with normal maintenance activities such as the addition of material and grading or just grading. Thus, the condition rating information for unpaved lots is highly variable and field inspection is recommended before planning any specific improvement.

Condition of Rated Lots

All off-street lots were rated using the PCI methodology for paved lots and the modified PCI methodology for unpaved lots. These methods produce a quantitative score between 0 and 100 and a qualitative ranking as shown in Table 15. The pavement condition score and ranking for each of the parking lots inventoried in the condition survey is included in Appendix 2.

The condition ranking of the 522 lots which were rated is shown by surface type in Table 16. The surface condition of nearly two-thirds of all lots was found to be in good or better condition. This indicates that the majority of the off-street parking facilities serving the Metra system are of reasonably good quality though regular maintenance is necessary to keep the facilities in good condition.

Cost Estimates in the Condition Assessment

The cost of improvements at each parking lot was estimated. For unimproved lots, separate estimates were prepared for routine site maintenance and for upgrading the lots to a paved, drained and marked condition in accordance with accepted engineering standards. For improved locations, an estimate was prepared to maintain, rehabilitate, or replace the lot in a paved, drained and marked condition in compliance with accepted engineering standards. These improvements are designed to allow the lots to continue to provide an acceptable quality of service. Costs were estimated as described in the following sections.

Costs of Maintaining and Improving Lots

The cost of maintaining or improving lots was estimated. The level of maintenance or improvement proposed for each lot was based on the type of surface and the current condition as measured by the PCI. It was assumed that the existing surface type of all lots would be maintained. That is paved lots would be maintained as paved lots and nonpaved lots would continue in a nonpaved condition. The costs of upgrading unimproved and gravel lots to a paved and drained condition was also estimated and is presented in the next section.

The level of improvement or maintenance recommended ranged from a do nothing recommendation for both paved and gravel lots currently in an excellent condition to complete reconstruction of paved lots judged to be in a failed condition. The cost of maintaining and improving each lot is based on the area of the surface to be improved. Unit costs per square foot of improvement were developed and applied to lots in each surface type and condition category.

TABLE 15: SURFACE CONDITION SCORES AND RANKING

Condition Ranking	Surface Type: Paved or Partially Paved	Surface Type: Gravel, Partially Gravel, or Unimproved
Excellent	86 - 100	81 - 100
Very Good	72 - 85	
Good	52 - 76	51 - 80
Fair	22 - 55	21 - 50
Poor	13 - 40	0 - 20
Very Poor	7 - 23	
Failed	0 - 10	

TABLE 16: NUMBER OF LOTS BY SURFACE TYPE AND CONDITION RANKING

Condition Ranking	Surface Type: Paved	Partially Paved	Gravel	Partially Gravel	Unimproved	Total	Percent
Excellent	111	2	1	0	0	114	21.8%
Very Good	109	1	0	0	0	110	21.1%
Good	81	5	23	1	0	110	21.1%
Fair	57	6	26	16	3	108	20.7%
Poor	43	5	9	3	3	63	12.1%
Very Poor	10	0	2	0	0	12	2.3%
Failed	2	2	0	1	0	5	1.0%
Total	413	21	61	21	6	522	100.0%

The dimensions of unimproved, unpaved, or unmarked lots were measured in the field survey. Thus, the actual area of these lots is included in the data base and was used in the improvement cost calculation. Paved and marked lots, however, were not measured in the field. The area of these lots was estimated based on the parking category and number of spaces. If the lot was an off-street facility with limited access points and included space for through movements, the lot was sized assuming 400 square feet per parking space. If the lot was an on-street but off roadway facility with unlimited access from the public right-of-way and no space for through movements, then it was sized at 250 square feet per parking space. These assumptions provided an estimated size for all lots not measured in the field. The calculated lot size was used in the improvement cost estimate for lots not measured in the field. The lot size variable used in the improvement cost estimate is recorded in the lot segment as LOTSIZE2. The LOTSIZE2 variable thus includes adequate space for through movements and other lot amenities and results in a conservatively high estimate for the maintenance and improvement costs associated with each lot.

The condition improvement cost estimate was then calculated based on the size of the lot, surface type, and current condition using the type of improvement and unit cost assumptions presented in Table 17. The unit costs are based on recent highway and parking improvement projects. It should be noted, however, that these costs are averages and may vary depending on the specific conditions found at any individual lot.

Only off-street and on-street off-roadway lots whose ownership was classified as either public, municipal, or carrier are included in this estimate. That is, privately owned lots and all other on-street lots are not included in the condition assessment cost estimate even when such lots were rated. The number of off-street, public lots recommended for improvement by condition ranking and surface type are shown in Table 18. The system level costs for maintaining and improving lots to an acceptable service quality level are summarized in Table 19 by condition rank and type of surface. A 30% contingency factor has been added to the base estimate to account for the variability and uncertainty concerning problems at specific lots.

As shown in Table 19, maintenance and improvement of existing off-street and on-street off-roadway, publicly owned lots will cost nearly $14.1 million for the Metra system. The base improvement cost for individual lots is recorded in $100 units in the lot segment as the IMPCOST variable.

Costs of Upgrading Lots to Paved Condition

The cost to upgrade unimproved, gravel, and partially gravel lots to a paved condition was also estimated as part of the condition assessment. Only off-street and on-street, off-roadway lots owned by municipalities, other public agencies, or carriers were included in this cost estimate. There are 81 such parking lots currently operating on the Metra system. Clearly, the quality of service provided by these unimproved and unpaved facilities is lower than that provided by paved lots. During inclement weather the level of service in such facilities may be unacceptable. The unpaved lots regularly become unuseable during severe storms. In addition, unpaved lots require much more frequent maintenance. While the maintenance action may be simply to add more gravel,

TABLE 17: PROPOSED CONDITION IMPROVEMENTS AND UNIT COST ASSUMPTIONS

Condition Ranking	Surface Type: Paved	Surface Type: Gravel or Unimproved
Excellent	Do Nothing	Do Nothing
Very Good	Crack Sealing $.05/square foot	Do Nothing
Good	Patch and Seal Coat $.50/square foot	Grade and Add Gravel $.10/square foot
Fair	Patch and Overlay $1.25/square foot	Improve, Grade, and Add Gravel $.20/square foot
Poor	Patch and Resurface $4.00/square foot	Improve, Grade, and Add Gravel $.20/square foot
Very Poor	Patch and Resurface $4.00/square foot	Improve, Grade, and Add Gravel $.20/square foot
Failed	Reconstruct $8.00/square foot	Improve, Grade, and Add Gravel $.20/square foot

TABLE 18: OFF-STREET, PUBLICLY OWNED LOTS
BY SURFACE TYPE AND CONDITION RANKING
(Number of Lots)

Condition Ranking	Surface Type: Paved	Partially Paved	Gravel	Partially Gravel	Unimproved	Total	Percent
Very Good	99	1	0	0	0	100	27.6%
Good	73	2	20	0	0	95	26.2%
Fair	53	5	22	15	1	96	26.5%
Poor	40	4	8	3	3	58	16.0%
Very Poor	9	0	2	0	0	11	3.0%
Failed	2	0	0	0	0	2	0.5%
Total	276	12	52	18	4	362	100.0%

TABLE 19: ESTIMATED COST OF MAINTAINING AND IMPROVING LOTS BY SURFACE TYPE AND CONDITION RANKING
(Cost $000)

Condition Rank	Paved	Partially Paved	Gravel	Partially Gravel	Unimproved	Total
Excellent	$0	$0	$0	$0	$0	$0
Very Good	266	1	0	0	0	267
Good	1,377	8	63	0	0	1,448
Fair	3,745	217	138	82	1	4,183
Poor	5,955	861	42	17	12	6,887
Very Poor	1,171	0	2	0	0	1,173
Failed	116	0	0	0	0	116
Total	$12,630	$1,087	$245	$99	$13	$14,074

Note: All costs in this Table include a 30% contingency factor.

the longevity of the improvement is limited and the accumulated expense and attention may be considerable. Paving such lots represents a prudent approach to managing public sector parking facilities. It should be noted, however, that replacing an unimproved lot with a paved lot of the same area may result in a reduction in the parking capacity of the area.

Upgrading unimproved and gravel lots to a paved condition will require grading the site, preparing the subgrade, laying a base course, and overlaying a flexible pavement surface. The thickness of the subgrade and paved surfaces is a function of soil, traffic, and weather conditions. Assuming fair soil conditions, light traffic conditions, and moderate frost cycles, a base thickness of 6 inches and a paved surface of 3 inches is considered adequate. Such an upgrade was estimated to cost an average $8.00 per square foot. A 30% contingency factor has also been added to the pavement upgrading estimate. The cost of off-site drainage improvements as and if required by the site are not included in this estimate. Drainage factors are unique to each site and their costs will be highly variable.

The number of unimproved and gravel lots to be considered for upgrading to paved condition and their total square footage is summarized in Table 20 by existing surface and type of lot. The cost to upgrade these lots is $8.7 million as shown in Table 21. As noted, this cost could be increased significantly to account for drainage improvements that may be required at specific sites. The base upgrade cost estimate for individual lots is recorded in $100 units in the lot segment as the UPGRDCOST variable.

Summary of the Condition Assessment

The need for and cost of maintaining and improving existing parking facilities has been estimated based on their current condition. In addition, the cost of upgrading those publicly owned off-street lots currently in an unimproved state to a paved and drained condition has been estimated exclusive of the costs of any required off-site drainage improvements. These estimates are not mutually exclusive. For example, if all unimproved lots were upgraded to paved condition, the annual maintenance expense for adding gravel to these lots would be unnecessary. Allowing for this adjustment, the total cost of achieving high quality facilities throughout the Metra system is $22.4 million. Because of the relatively temporary nature of gravel improvements, any expense associated with adding more gravel ought to be considered an annual cost, whereas the maintenance costs for paved lots are less frequent. The magnitude of this need clearly means that not all facilities can be improved simultaneously and that a priority must be established to address this problem. Priorities should be based on factors such as current surface types, present condition, lot usage, and station ridership.

TABLE 20: NUMBER OF UNPAVED LOTS AND AREA
FOR UPGRADING TO PAVED CONDITIONS BY SURFACE TYPE

Surface Type	Number of Lots	Total Area (000 Square Feet)
Gravel	59	1,242
Partially Gravel	18	380
Unimproved	4	48
Total	81	1,670

TABLE 21: ESTIMATED COST TO UPGRADE
LOTS TO PAVED CONDITION BY SURFACE TYPE

Surface Type	Cost ($000)	Contingency ($000)	Total ($000)
Gravel	$4,969	$1,491	$6,460
Partially Gravel	1,521	456	1,977
Unimproved	190	57	247
Total	$6,680	$2,004	$8,684

Note: Cost estimate does not include any off-site drainage improvements which may be required at specific sites.

Contingency estimated at 30% of base cost.

CHAPTER VI: PARKING CAPACITY ASSESSMENT

An important component of the Metra Parking Inventory and Assessment project was an evaluation of the parking capacity needs at the 208 stations surveyed. This evaluation was based on the inventory data which described the total number of parking spaces around each station available to commuters and the use of these spaces. The survey data was collected during the Fall. The number of spaces used is felt to be representative of the peak parking demand at each station. The capacity utilization rate was calculated by comparing this peak usage with the available supply.

Adjustments were made to compute the supply of commuter spaces. These adjustments reduced the commuter parking supply to account for spaces reserved for short term parking or for railroad employees (ADJCAP). In addition, the use of lots in which spaces were sold by permit was adjusted to account for the fact that some spaces may be sold (and therefore used) even though no car was physically parked in the space on the survey date (COMPUSE). In most cases these adjustments resulted in relatively minor changes to the demand or supply data collected during the survey.

The inventory indicated that the average systemwide utilization rate was about 84%. That is, some 45,600 cars were parked in the total 54,000 commuter parking spaces at the 208 stations. This rate varied considerably, however, ranging from 0% use up to nearly 100% at some stations. For the purposes of this analysis any station exhibiting a parking utilization rate in excess of 85% (or approximately the systemwide average) was considered to be parking deficient. Some 109 of the 208 Metra stations exceed this 85% use rate based on the ADJUSE measure. Since over 50% of Metra patrons utilize the drive and park access mode it was necessary that the parking needs of these deficient stations be examined to assess the feasibility of a variety of capacity enhancement options.

Parking projects are already under construction, in engineering, or planned or programmed at a number of these deficient stations. Parking improvements at the remaining stations can be classified as either transportation system management (TSM) type solutions which rely on a variety of low cost options to achieve marginal increases in parking capacity or more conventional approaches which focus on building new parking lots or providing additional spaces. In some areas neither of these approaches is feasible and more innovative solutions such as feeder bus systems, remote lots, or joint development opportunities must be vigorously pursued. The options listed in Table 22 were evaluated in the capacity assessment.

TABLE 22: SUMMARY OF PARKING CAPACITY ENHANCEMENT OPTIONS

Transportation System Management Options

- Minor Redesign of Existing Lots
- Relax On-Street Restrictions
- Oversell Permit Spaces
- Change Parking Fee or Fee Structure
- Ridesharing
- Demand Management/Pricing
- Joint Use Facilities

Parking Facilities Options

- Expand Existing Facilities
- Build New Parking Lots
- Convert Existing Non-Commuter Lots

Transit Options

- Feeder bus
- Remote Parking
- Joint Development

Capacity Enhancement Options

Typical TSM approaches attempt to obtain maximum use of existing facilities. These TSM options include: minor modification to existing lots such as restriping or stall downsizing to increase lot capacity, relaxation of parking restrictions where possible in the area immediately around the station, overselling of permits where permitted spaces are significantly underutilized, a variety of parking strategies to reallocate demand among lots or stations, and encouraging ridesharing through promotion and incentives/disincentives to increase the vehicle occupancy rate. Marginal increases in capacity (or reduction in demand) are possible through a combination of these methods at relatively low cost. Therefore, these TSM solutions are applicable where relatively small number of additional spaces are needed.

Stations with significant capacity deficiencies which require a large number of additional spaces may require more conventional types of solutions. Such conventional solutions generally involve building new lots or expanding existing lots. Obviously, the feasibility of these solutions depend on the availability of vacant or underutilized land in the vicinity of the stations. The typical commuter is unwilling to walk more than a few blocks for parking. This places a constraint on potential sites for new parking facilities.

The final type of solutions are innovative in the sense that considerable additional study is required to assess the viability and applicability of these solutions. These options involve development of remote parking sites with dedicated shuttles to/from the Metra station, design of an effective feeder bus network to serve particular stations and commuter sheds, or joint development of parking and commercial ventures at or around stations. Such approaches must be considered at stations when the magnitude of the problem is too large for TSM solutions or where there is inadequate space for conventional parking expansion. A number of stations in the Metra system fall in this category. Thus Metra has the opportunity to custom design a state-of-the-art access system which includes elements of each approach as appropriate.

The following sections of this chapter will outline planned or potential solutions to Metra's parking problem concentrating on those stations where capacity deficiencies are most severe.

Parking Need Categories

Based on Knight's analysis of the survey data and discussions with the Metra Parking Committee five categories of stations were developed. These categories are defined as follows:

> Projects Planned (Category A): Stations with capacity utilization above 85% at which a parking improvement is either under construction, in engineering, planned or programmed. (32 stations)

Field Investigated (Category B): Stations with capacity utilization above 85% which were evaluated in the field by Knight for the feasibility of TSM and parking facilities options. Budgetary constraints limited the number of stations which could be field evaluated by Knight. (31 stations)

Requires Field Investigation (Category C): Stations with capacity utilization above 85%. These are stations where some additional capacity is needed but at which none is currently planned or programmed. The capacity deficiencies at Category C stations are essentially the same as those of the Category B group. (34 stations)

Low Priority (Category D): Stations with capacity utilization above 85% but with relatively low ridership (under 200 boardings per day) and/or located in relatively low growth areas. No improvement is needed at these stations in the near term. (14 stations)

Sufficient Capacity (Category E): Stations with capacity utilization below 85%. These stations have sufficient parking capacity and require no action now. (97 stations)

The number of stations in each category is shown in Table 23. Of the 208 stations surveyed 109 (or 53.3%) had capacity utilization exceeding 85% and 111 were considered capacity deficient. Some 97 of these stations were judged to require additional parking capacity. The remaining 14 do not require additional parking in the near term as they are located in low growth areas or have relatively low ridership. The parking demand, supply, and rail boardings in each category are summarized in Table 24. As noted, stations within the Projects Planned, Field Investigated and Requiring Field Investigation Categories (Categories A, B and C) are those requiring capacity expansion. As seen in Table 24 the capacity utilization rate in these categories exceeds 93%. Stations with Sufficient Capacity (Category E) on the other hand, average 64% capacity utilization.

Exhibit 23 is a map of the Metra system showing the stations within Categories A, B, and C. Characteristics of the individual stations within each category are provided in Appendix 3.

Parking Expansion Costs

Before examining each category and station in detail it is useful to consider the cost exposure facing Metra if it were to attempt to provide adequate parking capacity at all stations in Categories A, B or C. It should be noted that this analysis is based on a number of assumptions which may or may not be valid at individual stations. A key assumption is that sufficient space exists around each station to permit construction of surface parking lots. As will be discussed later this is not the case at some of the larger stations located in densely developed suburban CBD's. But, ignoring the availability issue for the moment, it is possible to estimate the cost of providing additional surface capacity.

EXHIBIT 23

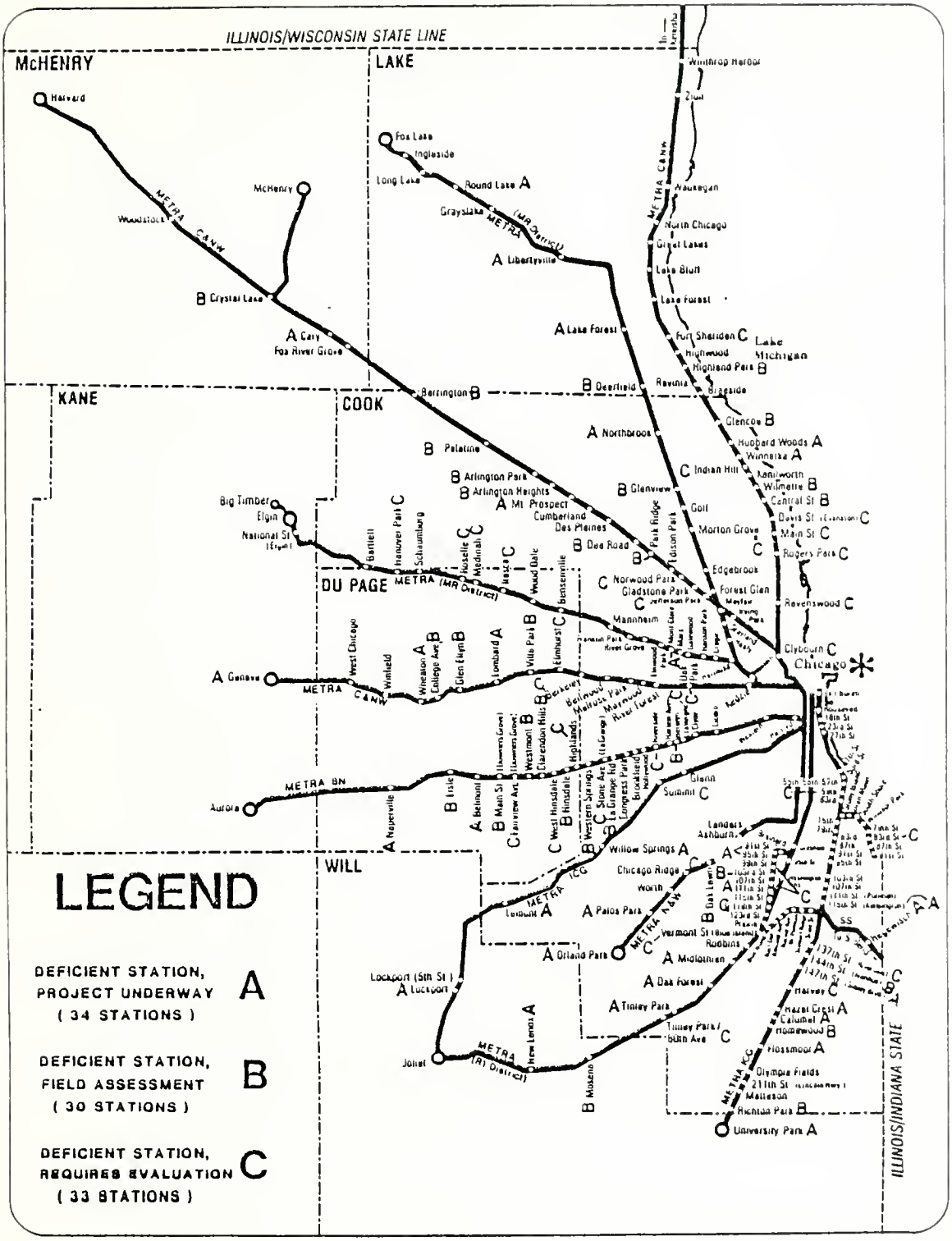

ILLINOIS/WISCONSIN STATE LINE
McHENRY
LAKE
KANE
COOK
DU PAGE
WILL
ILLINOIS/INDIANA STATE
Harvard
McHenry
Woodstock
Crystal Lake
Cary
Fox River Grove
Fox Lake
Ingleside
Long Lake
Round Lake
Grayslake
Libertyville
Lake Forest
Waukegan
North Chicago
Great Lakes
Lake Bluff
Fort Sheridan
Highwood
Highland Park
Lake Michigan
Winthrop Harbor
Zion
Barrington
Deerfield
Ravinia
Braeside
Glencoe
Hubbard Woods
Winnetka
Northbrook
Indian Hill
Kenilworth
Wilmette
Palatine
Arlington Park
Arlington Heights
Mt Prospect
Cumberland
Des Plaines
Glenview
Golf
Central St
Davis St
Main St
Morton Grove
Rogers Park
Big Timber
Elgin
National St
Bartlett
Hanover Park
Schaumburg
Roselle
Medinah
Itasca
Wood Dale
Bensenville
Dee Road
Park Ridge
Edison Park
Norwood Park
Gladstone Park
Jefferson Park
Forest Glen
Edgebrook
Mayfair
Irving Park
Revenswood
Mannheim
Elmhurst
Villa Park
Lombard
Glen Ellyn
College Ave
Wheaton
Winfield
West Chicago
Geneva
Clybourn
Chicago
Belmont
Melrose Park
Maywood
River Forest
Oak Park
Laramie
Austin
Cicero
Berwyn
Harlem
Lake
Aurora
Naperville
Belmont
Main St
Fairview Ave
Westmont
Clarendon Hills
Highlands
West Hinsdale
Hinsdale
Western Springs
Stone Ave
La Grange Rd
Congress Park
Brookfield
Riverside
Glenn
Summit
Landers
Ashburn
Willow Springs
Chicago Ridge
Worth
Palos Park
Orland Park
Midlothian
Oak Forest
Tinley Park
Tinley Park/
80th Ave
Joliet
New Lenox
Mokena
Locksport (5th St)
Lockport
Vermont St
Robbins
Harvey
Hazel Crest
Calumet
Homewood
Flossmoor
Olympia Fields
211th St
Matteson
Richton Park
University Park
LEGEND
DEFICIENT STATION, PROJECT UNDERWAY (34 STATIONS) A
DEFICIENT STATION, FIELD ASSESSMENT (30 STATIONS) B
DEFICIENT STATION, REQUIRES EVALUATION (33 STATIONS) C

TABLE 23: NUMBER OF STATIONS BY CAPACITY UTILIZATION CATEGORY

Category	Number of Stations	Percent of Total
Projects Planned (A)	32	15.4
Field Investigated (B)	31	14.4
Requires Field Investigation (C)	34	16.3
Low Priority (D)	14	6.7
Sufficient Capacity (E)	97	46.6
All	208	100.0

TABLE 24: CAPACITY AND USE BY CATEGORY

Category	Parking Use	Parking Capacity	Percent Capacity Utilization	Weekday Boardings
Projects Planned (A)	11,849	12,514	94.7	28,138
Field Investigated (B)	15,932	16,974	93.9	39,786
Requires Field Investigation (C)	9,312	10,250	90.8	20,465
Low Priority (D)	843	863	97.7	2,176
Sufficient Capacity (E)	9,004	13,421	67.1	24,736
All	46,940	54,022	86.9	115,301

Note: Parking use based on COMPUSE data and capacity based on ADJCAP data.

TABLE 25: CAPITAL COST TO EXPAND CAPACITY

Category	Spaces Needed	Capital Cost ($000)	Contingency ($000)	Total Cost ($000)
Projects Planned (A)	2,299	$8,506	$2,552	$11,058
Field Investigated (B)	2,939	10,874	3,262	14,136
Requires Field Investigation (C)	1,511	5,591	1,677	7,268
All	6,749	$24,971	$7,491	$32,462

Note: Contingency estimated at 30% of base capital cost.

Stations are defined as having sufficient capacity in this analysis if the capacity utilization rate is less than or equal to 80%. Thus it is necessary to calculate the additional spaces required to achieve this rate at each station based on current peak parking demand. Application of this standard means that four of every five spaces would be used on the design day. Thus the typical commuter should be able to find parking at his/her regular station with relative ease.

Metra's recent experience with building or expanding surface parking indicates that the average space costs $2,500 for engineering and construction. In addition, land acquisition costs in the Metra service area have averaged between $2 to $4 per square foot. Based on a design standard of 400 square feet per parking space and assuming a $3 per square foot land cost this means an additional $1,200 per space for land acquisition. The 400 square foot per space design standard is conservative and allows sufficient area for through movements, landscaping, and a limited number of other amenities. Thus for the purpose of this analysis surface parking spaces were costed at a total of $3,700 each.

Metra's cost to provide the number of additional spaces to achieve the 80% use design standard at each station is summarized by category in Table 25. A 30% contingency factor has been added to the base computed capital cost. Knight emphasizes the fact that this calculation is based on the assumed availability of land near all stations. In addition, this is the capital cost only and does not cover any operating, or maintenance costs. Finally, the cost has not been inflated to account for construction or land cost increases in future years.

As seen in Table 25, Metra's total capital cost exposure to bring all stations in Categories A, B, or C up to the 80% use standard is slightly less than $32.5 million. The base capital cost for capacity expansion at each station is recorded in $100 units in the capacity segment as the CAPCOST variable.

With this information as background, the feasibility of achieving the conventional solution of building more parking spaces was examined in greater detail. We begin first by looking at those stations where projects are already underway or planned and then turn to those remaining stations which exceed the 85% capacity utilization rate.

Parking Projects Currently Underway or Planned

Parking projects are either under construction, in engineering, planned, or programmed at thirty three stations at which the capacity utilization rate exceeds the 85% threshold. These are the Category A stations. The projects at these stations are being undertaken either by Metra or as part of the IDOT Suburban Interstate Transfer program.

General descriptions of the projects and their impacts on the parking supply at each station is provided in Appendix 4. Since many of these projects are in the planning or engineering phases the impact on capacity is only approximate and will not be known with certainty until engineering is completed.

Over 3,500 additional spaces will be provided at these Category A stations compared with a projected need of nearly 2,500 spaces to meet the 80% capacity utilization design standard. The 3,500 additional spaces do not include the increased spaces at 10 Category A stations where no estimate of the number of new spaces is yet available. In one case, at Route 59 on the Burlington Northern, a new station with supporting parking facilities is being planned which will relieve congestion at the existing Naperville and Aurora stations.

In general, therefore, the parking needs of the Category A stations should be adequately met by the implementation of projects already underway or in the planning stages. In only one case, Flossmoor, will the proposed improvement leave capacity utilization above the 80% standard. An additional 30 spaces would achieve this standard at Flossmoor. Thus, to the extent that these planned projects are built the near term parking needs of these 33 stations have been addressed and no further action is required.

Field Review of Parking Capacity Enhancement Options

Stations in the Field Investigated Category (Category B) are those identified as having significant deficiencies in parking capacity. The capacity utilization rate at these stations exceeds 85%. Further the stations are in relatively high growth areas and are high ridership stations. The 31 stations in this category were evaluated to determine the preliminary feasibility of a variety of capacity enhancement options. This evaluation involved a field inspection by Knight to identify the acceptability of each option at the particular station. Options considered were classified as either transportation systems management (TSM), parking facility, or transit. Particular attention was given to what has been termed TSM solutions or to conventional facility expansion options. In most cases a thorough assessment of the innovative approaches requires additional analysis beyond the scope of this preliminary assessment.

This classification of potential solutions is roughly related to the cost of implementing the option. In general, TSM options are lower cost, less capital intensive, and capable of relatively short-term implementation. Transit options, specifically feeder bus services, are somewhat more costly and may take slightly longer to implement since feeder routes must be carefully structured to effectively serve the commuter rail market. Parking facility options are typically the most costly and require the longest implementation period. The feasibility of each option was evaluated at each of the 31 Field Investigated (Category B) stations. The specific options evaluated included:

Transportation Systems Management Options

- Restripe exiting lots (TSM1).
  Some existing lots may represent opportunities for greater efficiency in parking space layout or facility design. For example, smaller stalls, compact car spaces, or through movement improvements may increase lot capacity.

- Remove/relax parking restrictions (TSM2).
  In some cases it may be possible to remove or relax on-street parking restrictions on public streets located near the station. Feasibility of this option depends to a great extent on the parking policies of the particular municipality, on the level of traffic, and on the mix of land uses surrounding the station.

- Oversell permit spaces (TSM3).
  This option involves encouraging the responsible parties to sell more permits than permit spaces. It is based on the 20-25% absentee factor observed in the use of commuter parking permits. It attempts to make maximum use of permit spaces and must be balanced with the likelihood that a permit holder can find a space. This approach is not compatible with sale of permits for specific spaces.

- Change parking fee or fee structure (TSM4).
  This option utilizes the pricing structure to encourage or discourage use of particular stations or lots. It must take into account both the geographic distribution of commuters using the station and the relative prices of alternative parking opportunities.

- Shared rides to stations (TSM5).
  This option involves the active, and in some cases economic, promotion of car pooling to increase the vehicle occupancy levels of commuters driving and parking to access the station.

- Encourage alternate station use (TSM6).
  This option involves modification to the rail fares to encourage a redistribution of station use away from capacity deficient stations and toward stations with available capacity. Since most of the larger stations experience parking deficiencies, the feasibility of this option on the Metra system is limited.

- Locate potential joint use facilities (TSM7).
  There may be opportunities to utilize parking facilities around churches, theaters, shopping centers, gas stations, or other local businesses for commuter parking. Access, reasonable proximity to the station, and compatibility with the primary function are key concerns. Under this option Metra or the local government would sign a lease or agreement with the lot owner allowing use of all or part of the lot by commuters during regular commuting hours. The fee and any restrictions would have to be mutually agreed to as would responsibilities for repair, maintenance, and liability coverage.

Parking Facility Options

- Expand existing lots (PF1).
  This option involves the physical expansion of existing lots to increase the lots' capacity. Such expansion is feasible only in cases where unused or underused area exists in proximity to the existing lot.

- Construct new commuter lots (PF2).
  This option involves identification of available land parcels of appropriate size, shape, and access within a "reasonable" distance of the station which would be purchased and on which a parking lot would be constructed. In most cases these would be surface lots though parking structures may be required in very dense areas.

- Convert existing non-commuter lots (PF3).
  This option involves the conversion of existing non-commuter lots either wholly or partly to commuter use. Non-commuter lots with apparent excess capacity which are located near the station are candidates for this option.

Transit Options

- Feeder bus service (TO1).
  This option involves instituting or expanding feeder bus services to provide an access alternative to the drive and park mode. Time, cost, and service reliability play important roles in the acceptability and use of this option by commuters.

- Remote parking facilities with shuttle service (TO2).
  This option involves identification of exclusive or joint use facilities located some distance from the station which would be developed as commuter parking with dedicated shuttle bus service to the station. Since commuters generally find such transfers undesirable, care must be taken in designing this option.

Assumptions of the Field Evaluation

The detailed results of the field evaluation of each Field Investigated (Category B) station are provided in Appendix 5. Care was taken in this evaluation to be relatively conservative in the engineering judgments required to assess option feasibility. Modifications to lot design to increase capacity were deemed feasible only in cases where no major reconstruction would be required. In general, this option involves downsizing stalls. Since commuters typically are all day parkers and spaces exhibit very low turnover rates, slightly smaller stall sizes are acceptable from an engineering perspective.

Removal of parking restrictions was proposed only in those cases where it would have little impact on surrounding commercial or residential land uses. Areas of single family residences were avoided as were areas where the local businesses were seen to rely on on-street parking for customers. Permit overselling was felt to be practical in cases where permits were currently being used as a fee collection method. Similarly, parking fee changes to redistribute demand among lots or stations were recommended only in cases where there appeared to be significant excess capacity at the more remote lots or at nearby stations. This option generally involves increasing fees at lots or stations in high demand and lowering or removing fees at more distant locations.

The field evaluations could not effectively determine the potential of ridesharing to increase vehicle occupancy and thereby reduce the demand for spaces. This approach has been tried previously by the Regional Transportation Authority (RTA) and the Chicago Area Transportation Study (CATS) with only limited success. The feasibility of this option can only be determined by a market assessment which should include a test demonstration. The acceptability of ridesharing to commuters is a function of the relative congestion around the station and the incentives or disincentives used to encourage its use. For example, reduced parking fees or priority spaces may be used to encourage commuters to share a ride to the train. The incentive package should be part of an overall ridesharing promotion in which Metra would assist local communities in marketing the program and matching prospective commuters into pools.

A number of joint use opportunities were identified in the field evaluation. Effort was made to focus on compatible land uses such as churches, theatres, etc., where weekday use of the space by commuters during normal business hours would not interfere with the primary activity. Joint use of existing facilities was proposed only in cases where the lot appeared to have excess capacity. This was particularly true for shopping center and municipal lots. In most cases, joint use would involve only a portion of the facility.

The parking facility options were evaluated by locating vacant or underutilized land in the vicinity of the stations. Commuters are reluctant to walk more than a few blocks for parking. Thus the search for opportunities to expand parking facilities in the conventional sense of building more spaces was generally restricted to a half mile radius of the station or by the location of existing facilities. Where possible, parcels offering relatively unimpeded access to the station were identified for parking expansion.

Results of the Field Evaluation

The results of the field evaluation of each Field Investigated (Category B) station are summarized in the following sections. A description of the feasibility of each option and its impact on parking capacity at each station is included in the station narrative in Appendix 5. In addition, station area maps have been prepared which provide locational information regarding each option.

TSM solutions could potentially solve the parking deficiency problems at up to 15 of the 31 stations which were evaluated as shown in Table 26. Lot redesign, restriction removal or joint use facilities were the principal TSM options felt to be feasible around these stations. It is important to note, however, that the probability of successfully implementing these solutions is dependent on several factors outside Metra's control. For example, lot redesign requires the cooperation of the lot owner (typically the local community or the railroad) and must include negotiations to distribute the cost burden. Local residents and officials may be reluctant to relax existing parking restrictions for the benefit of commuter parking. Similarly, joint use of existing parking facilities must be negotiated between Metra, the community, and the facility owner.

Successful implementation of all TSM opportunities at all stations where these options are feasible would cost $445,000 which includes $30,000 for the lot restriping and parking restriction removals option and an annual charge of $415,000 for rental of spaces in joint use facilities. The unit cost assumptions associated with each option and the calculations for each station are summarized in Appendix 7.

Conventional facility expansion oriented solutions can be achieved at 20 of the Field Investigated (Category B) stations. This option involves expansion of existing lots or construction of new lots where feasible. As noted, these new spaces are estimated to cost $3,700 each plus a 30% contingency. In some cases, conversion of non-commuter lots to commuter use is possible. These conversions have been costed at an annual lease rate of $250 per space. This lease cost is an estimate based on the average $20 per month currently being charged commuters for existing long term parking.

Total cost of implementing this conventional approach is nearly $8.3 million which includes $8.2 million for capital construction and an annual lease cost of $100,000. Note that the add spaces option unconstrained by land availability was costed at $13.9 million at the Category B stations. This land availability constraint would clearly limit the ability to implement the conventional build more spaces approach at at least 10 of the stations assessed.

Innovative Solutions for Commuter Parking

Analysis of the inventory data and the field evaluation indicate that the TSM or parking facility solutions will not provide sufficient capacity to achieve the 80% capacity utilization standard at several Metra stations.

These are high ridership stations typically located in densely developed suburban CBD's with little or no vacant or underutilized land available to construct new commuter parking. Similarly, there is little opportunity to redesign or expand existing lots or to obtain additional capacity by relaxing parking restrictions or through joint (shared) use around these stations. Where the conventional approaches are not appropriate, Knight recommends consideration of innovative solutions to the commuter parking deficiencies. These solutions represent an opportunity for Metra to develop a state-of-the-art access system to support the rail mode. They include: feeder bus services, remote parking with a dedicated shuttle service, and joint development of parking facilities as a public/private cooperative venture.

TABLE 26: CANDIDATE STATIONS FOR TSM
AND CONVENTIONAL CAPACITY ENHANCEMENT OPTIONS

Line	Station	Parking Available	Total Parking Needed	Additional Capacity Needed	TSM Potential	Conventional Potential
MED	Ivanhoe, 144th	344	430	86	100	310
MED	147th St.	720	838	118	95	660
MED	Homewood	481	601	120	150	430
MED	Richton Park	720	856	136	230	700
RID	Mokena	192	240	48	108	1,000
RID-B	103rd	266	319	53	60	0
NWR	Oak Lawn	404	498	94	125	70
BNR	Berwyn	348	411	63	113	77
BNR	LaGrange Road	538	606	68	123	0
BNR	Western Springs	283	350	67	266	360
BNR	Hinsdale	304	366	62	98	0
BNR	Clarendon Hills	307	351	44	134	0
BNR	Westmont	381	415	34	146	0
BNR	Downers Gr, Main St	564	696	132	113	30
BNR	Lisle	880	1,100	220	30	353
CNW-W	Villa Park	531	605	74	45	330
CNW-W	Glen Ellyn	656	769	113	390	315
CNW-W	Wheaton, College Ave	341	410	69	45	230
CNW-NW	Park Ridge	310	351	41	222	40
CNW-NW	Dee Road	134	162	28	58	52
CNW-NW	Arlington Heights	1,252	1,259	7	211	92
CNW-NW	Arlington Park	1,032	1,290	258	260	550
CNW-NW	Palatine	1,233	1,320	87	210	545
CNW-NW	Barrington	947	1,166	219	210	340
CNW-NW	Crystal Lake	636	776	140	92	1,240
MWD-N	Glenview	707	805	98	107	15
MWD-N	Deerfield	721	899	178	100	25
CNW-N	Central St, Evanston	299	352	53	225	74
CNW-N	Wilmette	401	446	45	120	30
CNW-N	Glencoe	526	596	70	30	45
CNW-N	Highland Park	516	630	114	140	0

Note: Capacity based on ADJCAP data, capacity needed based on 80% use standard using ADJUSE data. TSM and conventional potential based on field evaluations.

The seventeen Field Investigated (Category B) stations listed in Table 27 represent stations where such innovative approaches should be considered. While a thorough evaluation of these options at each station requires further analysis it is possible to offer some guidelines on desirable features of feeder bus, remote lots, or joint development options to serve these stations.

Commuter rail is attractive to the consumer because of the quality of the service it provides. Rail commuters value the speed, comfort, reliability, and convenience offered by Metra's line-haul services. Acceptability of these innovative solutions requires that they provide the same quality service that commuters expect from the rail system.

Feeder bus service is a local transit service that picks up and delivers passengers to the rail transit station, express bus stop, transfer point, or terminal. Use of such a service depends on its convenience, reliability, and cost. Metra should work closely with PACE, the suburban bus operator, to design attractive feeder services.

Knight recommends a major marketing study to determine the relative importance of feeder bus service characteristics to the potential feeder bus or remote lot user. Data on commuter origins collected in the license plate portion of the parking inventory provides the basic information needed to identify concentrations of commuters which can be used in feeder service feasibility assessment and route design. This information should be supplemented by a survey of current feeder bus users and non-users to identify those features of a feeder service which might attract riders and to estimate the acceptability of this access mode around the candidate stations. Station specific surveys may be appropriate in commuter markets considered for feeder bus service. Metra should work jointly with PACE in conducting this study and in designing feeder services at these stations. Planning, development, marketing, promotion, and operation of the feeder service should be coordinated.

The remote parking option is appropriate in cases where there is no opportunity to build new lots near the station and where the distribution of commuters is such that no identifiable clusters exist providing sufficient density to make feeder service feasible. Remote or fringe lots have been implemented successfully in other regions. These are typically associated with express bus and diamond lanes though there are several examples of remote lots at or near transit or rail stations. Use of these lots is greatest among CBD commuters where the availability of parking in the CBD itself is limited or where congestion on the radial expressways is severe. Most remote lots charge no parking fee and are coupled with other incentives such as high occupancy vehicle lanes or express bus lanes.

In the Metra system the typical remote parking concept would be modified slightly. Remote lots serving Metra stations would be relatively distant from the station (1 mile or greater) and would require dedicated shuttle buses to carry commuters to and from the station and the remote lot. The shuttle service and schedule should be closely coordinated with the train schedule. Other incentives may be required such as joint pricing and discounted fees in order to overcome commuter reluctance to accept the additional transfers and waiting time associated with this type of remote service.

TABLE 27: CANDIDATE STATIONS FOR INNOVATIVE CAPACITY ENHANCEMENT OPTIONS

Line	Station	Parking Available	Total Parking Needed	1985 Weekday Boardings
RID-B	103rd	266	319	1,216
NWR	Oak Lawn	404	498	486
BNR	LaGrange Road	538	606	1,529
BNR	Hinsdale	304	366	1,196
BNR	Clarendon Hills	307	351	1,032
BNR	Westmont	381	415	1,314
BNR	Downers Grove, Main	464	696	2,051
CNW-W	Villa Park	531	605	1,206
CNW-W	Wheaton College Ave.	341	410	838
CNW-NW	Park Ridge	310	351	850
CNW-NW	Arlington Heights	1,252	1,259	2,727
CNW-NW	Crystal Lake	636	776	954
MWD-N	Glenview	707	805	1,329
MWD-N	Deerfield	721	899	1,439
CNW-N	Wilmette	401	446	1,245
CNW-N	Glencoe	526	596	809
CNW-N	Highland Park	516	630	1,204

Note: Parking capacity based on ADJCAP data.

Extensive marketing focused on a descriptive service name could increase consumer awareness and acceptance of this access option. As with feeder bus, Knight recommends a marketing study and demonstration project to assess the feasibility of such a service.

Joint development opportunities represent another innovative solution. Under this option zoning, access, and other incentives would be used by the public sector to encourage private developers to incorporate commuter parking facilities into new developments. This option is feasible only where new commercial development is occurring in the vicinity of the commuter rail station. Zoning incentives such as increased floor area ratios may be offered to developers in return for commuter parking spaces. Alternatively, building codes could require set-asides for commuter parking as is often required for off-street parking in general.

The implementation of the joint development option requires negotiations between Metra, local officials, and prospective developers. The joint development concept has worked successfully for many types of community amenities and should prove amenable to commuter parking development. Again, selective demonstration projects should be pursued and evaluated to determine its applicability to the Metra system.

Summary of the Capacity Assessment

Parking deficiencies exist at more than half of the Metra stations surveyed. Projects are already underway or planned at nearly a third of these deficient stations. Conventional management and facility oriented solutions offer relief at many of these stations. The estimated cost of implementing conventional solutions is $8.3 million. The estimated cost to build sufficient additional capacity to eliminate all parking deficiencies is $32.5 million. The costs associated with the innovative options is highly variable. Demonstration projects should be designed to provide data needed to evaluate the cost and benefits of the feeder bus and remote lots as compared to the conventional solution of building additional parking lots. Capacity enhancement options have been evaluated at 31 deficient stations. This assessment provides the information needed to develop a coordinated and prioritized parking improvement plan and program which addresses the commuter parking capacity needs of the region.

CHAPTER VII: SUMMARY OF RECOMMENDATIONS

The Inventory/Assessment of Commuter Parking provides the basic information needed to develop a Metra parking policy and program. The inventory and field surveys conducted by Knight have produced a comprehensive systemwide data base. The analysis and assessment effort has served to define the parking problem at each station and for the Metra system as a whole. Both maintenance and improvement needs and capacity enhancement options have been evaluated and costs estimated.

Analysis of the existing surface quality indicates that most lots on the Metra system are in serviceable condition. The costs of maintaining, improving, or upgrading these lots to maintain a high quality service have been estimated. Analysis of the parking inventory data indicates that more than half of Metra stations are currently experiencing parking deficiencies which must be addressed. Potential solutions and their applicability to specific stations have been discussed.

In this chapter, general policy recommendations for Metra Board consideration are presented. A rationale for each recommendation has also been prepared. These recommendations are summarized in Table 28 and for the purposes of discussion have been classified as either facilities oriented or support oriented.

Recommendation: Provide full funding for planned and programmed parking improvements.

Planned and programmed improvements as described in Appendix 4 have been developed to solve parking deficiencies at Planned Improvement (Category A) stations. These improvements involve building new conventional surface parking lots around 34 stations currently experiencing capacity utilization rates above 85%. In all cases except one these improvements will remedy identified deficiencies. Some of these projects are already under construction, others have been budgeted. Still others, however, are in the planning stage.

Recommendation: Initiate negotiations with local officials to implement TSM actions where appropriate.

Knight has identified numerous opportunities to increase parking capacity at Field Investigated (Category B) stations through low cost, TSM type solutions. Since there are stations experiencing some of the most severe parking deficiencies, it is critical that relief be sought in the near term. The TSM strategies discussed earlier have the potential to provide this relief at half the Field Investigated (Category B) stations. Implementation of these solution requires Metra to work closely with the local communities. Implementation of these solutions may be physically possible from an engineering perspective but negotiations at specific stations are required to determine their political feasibility.

TABLE 28: PARKING POLICY RECOMMENDATIONS

FACILITIES RECOMMENDATIONS

1. Provide full funding for planned and programmed parking improvements.

2. Initiate negotiations with local officials to implement TSM actions where appropriate.

3. Plan for construction of new commuter lots where needed and where land is available.

4. Pursue joint development opportunities around stations experiencing significant commercial growth.

5. Develop prioritized program for maintenance and improvement of existing publicly owned off-street lots.

6. Begin upgrading unpaved off-street lots to paved conditions.

SUPPORT RECOMMENDATIONS

1. Establish a local liaison position within Metra to handle commuter parking issues.

2. Undertake a marketing study to determine consumer acceptance and desirable features of feeder bus or remote lots.

3. Maintain currency of Metra commuter parking inventory through periodic updates.

Key issues in these negotiations are financial responsibilities and incentives. In some cases these TSM solutions should be viewed as temporary measures until conventional facility expansion is achieved. In others, they may represent long term solutions.

Recommendation: Plan for construction of new commuter lots where needed and where land is available.

Conventional expansion of parking capacity in the form of enlarged or new commuter lots is required and feasible at half the Field Investigated (Category B) stations. It is recommended that Metra initiate planning for land acquisition and lot construction at these stations. Further it is recommended that Metra consider early purchase of candidate land parcels to guarantee the availability of land to construct future lots.

Recommendation: Pursue joint development opportunities around stations experiencing significant commercial growth.

The feasibility of conventional solutions is limited or nonexistent at several Field Investigated (Category B) stations. Some of these represent opportunities for joint development of commuter parking facilities as a public/private cooperative venture. While the details will vary at specific stations and must be negotiated, they involve various combinations of cost sharing, bonuses, and other incentives to promote parking as part of private commercial development. It is recommended that Metra select up to two candidate locations to begin negotiations for joint development.

Recommendation: Develop a prioritized program for maintenance and improvement of existing publicly owned off-street commuter lots.

The surface condition of existing paved lots is generally good. Regular maintenance and periodic improvements are needed to continue to offer the commuter an acceptable quality of parking services. The condition ranking and assessment provides Metra with the basic data needed to develop a prioritized program for lot maintenance and improvement.

Recommendation: Begin upgrading unpaved off-street lots to paved condition to improve service quality of parking facilities.

Unpaved facilities are not desirable from either a service quality or maintenance standpoint. A relative small share of the public lots serving commuters are unpaved. These facilities should be upgraded to a paved and drained condition. Again, the inventory and assessment provides planning data needed to develop an upgrade program.

Recommendation: Establish a local liaison position within Metra to handle commuter parking issues.

Local officials in over 120 suburban communities were contacted at least two times as part of the inventory effort. In many cases this was the first organized contact that these officials had regarding commuter parking issues. Local officials are generally more keenly aware of the parking conditions around their stations. Many of the proposed solutions require cooperative effort between Metra and the community. It is suggested that Metra establish a staff position whose primary responsibility is to work with local officials in identifying problems and developing jointly beneficial solutions. This position would also serve to insure that commuter parking needs are adequately considered by local officials contemplating changes in parking supply.

Recommendation: Undertake a marketing study to determine consumer acceptance and desirable features of feeder bus or remote lots.

The potential of these innovative approaches to solve the commuter parking problem around specific stations is difficult to assess. The parking inventory provides critical information on the distribution of current parkers. But consumer preferences for certain features of both the feeder bus and remote lot options needs to be determined. It is recommended that this be accomplished through a structured survey of users and non-users. Implementation of either of these innovative approaches requires joint efforts on the part of Metra and PACE and so should be a cooperative venture between Metra and PACE.

Recommendation: Maintain currency of Metra parking inventory through periodic updates.

Parking conditions around commuter stations change relatively quickly. In order to maintain the validity of the wealth of parking information recorded during this inventory regular follow-up field work should be scheduled. The survey methodology and instruments developed during this study provide useful tools to accomplish this update. A two year cycle is recommended which focuses on the larger stations or stations experiencing parking changes or problems as determined by the liaison staff.

Conclusion

Implementation of these recommendations will increase Metra's awareness of and control over commuter parking services. Since parking is a critical component of overall rail service quality it is important that existing deficiencies be eliminated and that future problems be identified and addressed in a timely fashion. These recommendations have been developed to achieve this result and to insure Metra remains a full service transportation provider.

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APPENDIX 1

Database File: STATION.DBF
Memo File: STATION.DBT
Master Index File: STATION.NDX
Indexed On: STACODE

Variable Name	Variable Type	Variable Size	Potential Values	Description
STACODE	NUM	5		Station code (RR line code & milepost)
RRLINE	CHAR	8		Railroad line
STANAME	CHAR	20		Station name
VILLAGE	CHAR	20		Name of municapilty in which station is located
SYSMAP	CHAR	4		System map at station
			IN	Inside
			OUT	Outside
			BOTH	Both inside and outside
			NONE	No system map
METSCH	CHAR	4		Metra schedule at station
			IN	Inside
			OUT	Outside
			BOTH	Both inside and outside
			NONE	No metra schelude
BUSSCH	CHAR	4		Bus schedule at station
			IN	Inside
			OUT	Outside
			BOTH	Both inside and outside
			NONE	No bus schedule
OTHSCH	CHAR	4		Other schedule at station
			IN	Inside
			OUT	Outside
			BOTH	Both
			NONE	No other schedules
PHONE	CHAR	4		Telephone at station
			IN	Inside
			OUT	Outside
			BOTH	Both
			NONE	No telephone
PARKMAP	CHAR	4		Parking map at station
			IN	Inside
			OUT	Outside
			BOTH	Both
			NONE	No parking map

Variable Name	Variable Type	Variable Size	Potential Values	Description
PACESTOP	LOGICAL	1	T or F	Pace bus stop at/near station?
OTHSTO	LOGICAL	1	T or F	Other bus stop at/near station?
PRIVSTOP	LOGICAL	1	T or F	Private bus stop at/near station?
NOSTOP	LOGICAL	1	T or F	No bus stop at/near station?
OFFBUS	LOGICAL	1	T or F	Off-street bus area at/near station?
EXCLK_R	LOGICAL	1	T or F	Exclusive kiss & ride lane at/near station?
K_RLENGTH	NUM	3		Curbed kiss & ride lane length (in feet)
TAXISTA	LOGICAL	1	T or F	Taxi lane at/near station?
DMOTRSTA	NUM	2		Number of designated motorcycle spaces at/near station
DMOTRUSE	NUM	2		Number of designated motorcycle spaces used
NMOTRUSE	NUM	2		Number of non-designated motorcycle spaces used
DBRACKLEN	NUM	2		Length of designated bicycle rack at/near station (in feet)
DBLOOPSPA	NUM	2		Number of designated bicycle loop spaces at/near station
DBLOCKSPA	NUM	2		Number of designated bicycle locker spaces at/near station
DBIKEUSE	NUM	2		Number of designated bicycle spaces used
NBIKEUSE	NUM	2		Number of non-designated bicycle spaces used
TICDUTY	LOGICAL	1	T or F	Ticket agent on duty at survey time?
TICTALK	LOGICAL	1	T or F	Surveyors talked to agent?
TICIDENT	LOGICAL	1	T or F	Agent identified parking locations?
WEATHER	CHAR	5		Weather conditions at survey time
			CLEAR	Clear conditions
			CLOUD	Cloudy conditions
			RAIN	Rain conditions
			SNOW	Snow conditions

Variable Name	Variable Type	Variable Size	Potential Values	Description
DATE	DATE	8		Survey date (mm/dd/yy)
TIME	CHAR	6		Survey time (hh:mm AorP)
SURVEYORS	CHAR	15		Survey team
SCOMMENTS	MEMO	10		Comments on station survey (from STATION.DBT)
ZONE	CHAR	2		Metra fare zone for station
QSEC	NUM	3		Number of quarter sections in station service area (from Metra USAF)
POP##	NUM	6		Station service area population in 1980 and 2005 (from Metra USAF)
HH##	NUM	6		Station service area households in 1980 and 2005 (from Metra USAF)
EMP##	NUM	6		Station service area employment in 1980 and 2005 (from Metra USAF)
OWORK80	NUM	6		Number of work trips from station service area in 1980 (from Census UTPP)
RTRIP80	NUM	5		Number of commuter work trips from station service area in 1980 (from Census UTPP)
BUSRTS	NUM	2		Number of bus routes serving station
BUSTYPE	CHAR	4	FEED DAY	Type of bus routes serving station Feeder route All day service
BUSRIDER	NUM	4		Number of passengers on bus routes serving station
WKBOARD85	NUM	5		Number of weekday boarders at station in 1985 (from Metra Ridership Counts)
OCITY#	CHAR	20		Name of city from which commuters using station originate for up to 5 cities
OCOUNT#	NUM	4		Number of parked cars originating in each city for up to 5 cities

Database File: LOT.DBF
Memo File: LOT.DBT
Master Index File: LOT.NDX
Indexed On: (STACODE* 100) + LOTNO

Variable Name	Variable Type	Variable Size	Potential Values	Description
STACODE	NUM	5		Station code (RR line code & milepost)
RRLINE	CHAR	8		Railroad line
STANAME	CHAR	20		Station name
LOTNO	NUM	2		Lot number
LOTLOC	CHAR	30		Lot location description
LTYPE	CHAR	4		Lot type
			SURF	Surface lot
			STRU	Structure
PCAT	CHAR	7		Parking category
			OFF-DES	Off-street, designated
			OFF-JNT	Off-street, joint
			OFF-NON	Off-street, non-designated
			ON-DES	On-street, designated
			ON-NON	On-street, non-designated
JOINTUSR	CHAR	10		Name of joint user
ROAD	CHAR	3		Roadway orientation of on-street lot
			OFF	Lot on street but off of public right-of-way
STYPE	CHAR	7		Surface type
			PAVED	Paved
			PARTPAV	Partially paved
			GRAVEL	Gravel
			PARTGRV	Partially gravel
			UNIMP	Unimproved
USE_RESONL	LOGICAL	1	T or F	Use restrictions, residents only?
USE_PERMIT	LOGICAL	1	T or F	Use restrictions, permit only?
TIMERES	LOGICAL	1	T or F	Time restrictions?
RESHOURS	CHAR	10		Restricted hours
			NOP 1-6A	No parking 1AM to 6AM (as example)
USE_OTH	CHAR	10		Other type of use restrictions
FEE_PER#	CHAR	10		Fee and time period for up to 3 alternate collection methods
			.75/DAY	$.75 per day
			20./MO	$20. per month
			40./Q	$40. per quarter (as examples)
			FREE	Free parking

Variable Name	Variable Type	Variable Size	Potential Values	Definition
DAY_FEE#	NUM	6.2		Daily equivalent fee for up to 3 methods (in $ per day)
FEE_TYPE#	CHAR	4		Fee applicability
			RES	Residents
			NRS	Non residents
			ALL	All users
COL_METH#	CHAR	8		Collection method
			METER	Meter
			STICKER	Sticker (or permit)
			WINDCARD	Window card
			COLBOARD	Collection Board
			GATE	Gate
			ATTEND	Attendant
			OTHER	Other
COLRESP#	CHAR	10		Collection responsibility
COL_CLASS#	CHAR	4		Collection classification for up to 3 methods
			DAY	Day based collection method
			LONG	Long term collection method
			NONE	For free lots
FEE-SPA#	NUM	4		Number of commuter spaces under each collection method
FEE-CAR#	NUM	4		Number of commuter cars parked under each collection method
OFFBUS	LOGICAL	1	T or F	Off-street bus area in/near Lot?
EXCLK_R	LOGICAL	1	T or F	Exclusive kiss & ride lane in/near lot?
K_RLENGTH	NUM	3		Length of kiss and ride lane if curbed (in feet)
DMOTRSPA	NUM	2		Number of designated motorcyle spaces
DMOTRUSE	NUM	2		Number of designated motorcycle spaces Used
NMOTRUSE	NUM	2		Number of non-designated motorcycle spaces used
DBRACKLEN	NUM	2		Length of designated bicycle rack (in feet)
DBRACKUSE	NUM	2		Number of designated bicycle rack spaces used
DBLOOPSPA	NUM	2		Number of designated bicycle loop spaces
DBLOOPUSE	NUM	2		Number of designated bicycle loop spaces used

Variable Name	Variable Type	Variable Size	Potential Values	Description
DBIKEOTH	CHAR	10		Any other type of designated bicycle spaces in/near lot
DBOTHUSE	NUM	2		Number of designated other bicycle spaces used
NBIKEUSE	NUM	2		Number of non-designated bicycle spaces used
LOTCARS	NUM	4		Total number of cars parked in lot.
LOTSPACES	NUM	4		Total lot capacity
RRSPA	NUM	2		Number of spaces reserved for railroad employees
RRUSE	NUM	2		Number of railroad reserved spaces used
HANDISPA	NUM	2		Number of spaces reserved for handicapped
HANDIUSE	NUM	2		Number of handicapped reserved spaces used
COMPASPA	NUM	2		Number of spaces reserved for compact cars
COMPAUSE	NUM	2		Number of compact car spaces used
SHORTSPA	NUM	2		Number of spaces reserved for short-term parking
SHORTUSE	NUM	2		Number of short-term reserved spaces used
OTHSPA	NUM	2		Number of spaces reserved for other purposes
OTHUSE	NUM	2		Number of other reserved spaces used
ADJCAP	NUM	4		Adjusted lot capacity, total capacity less short and railroad reserved capacity
ADJUSE	NUM	4		Adjusted lot use, total use less short and railroad reserved use
DESCAP	NUM	4		Adjusted capacity in designated lots
DESUSE	NUM	4		Adjusted use in designated lots
NONCAP	NUM	4		Adjusted capacity in non-designated lots
NONUSE	NUM	4		Adjusted use in non-designated lots

Variable Name	Variable Type	Variable Size	Potential Values	Description
COL_CLASS	CHAR	4		Collection classification of lot
			DAY	Exclusively day based fee methods
			LONG	Exclusively long term fee methods
			MIX	Mixed day and long term fee methods
LONGCAP	NUM	4		Adjusted capacity in long collection class lots
LONGUSE	NUM	4		Adjusted use in long collection class lots
DAYCAP	NUM	4		Adjusted capacity in day collection class lots
DAYUSE	NUM	4		Adjusted use in day collection class lots
MIXCAP	NUM	4		Adjusted capacity in mixed collection class lots
MIXUSE	NUM	4		Adjusted use in mixed collection class lots
DESIGNCAP	NUM	4		Design capacity as total lot capacity in paved condition
ALTASCAP	NUM	4		Lot capacity as shown in station atlas as maximum of LOTSPACES, DESIGNCAP, or LOTCARS
TYPEOWN	CHAR	4		Lot ownership type
			MUN	Municipal ownership
			PUB	Other public agency
			CAR	Carrier ownership
			PRIV	Private ownership
			OTH	Other ownership
			UNK	Unknown ownership
OWNER	CHAR	20		Name of lot owner
LESSEE	CHAR	20		Name of lot lessee
ACCESS#	CHAR	10		Street or road accessing lot for up to 4 access points.
ACCTYPE#	CHAR	4		Access direction of each road
			IN	In direction
			OUT	Out direction
			BOTH	Both directions

IVariable Name	Variable Type	Variable Size	Potential Values	Definition
LOTLIGHT	LOGICAL	1	T or F	Lighting in lot itself?
LOTMARK	LOGICAL	1	T or F	Lot spaces marked
LOTSIZE	NUM	6		Size of lot for unmarked, unpaved lots (in square feet)
PCI	NUM	4		Pavement condition index (0 to 100)
RATING	CHAR	5		Qualitative condition of lot surface
			EXCEL	Excellent condition
			VGOOD	Very good condition
			GOOD	Good condition
			POOR	Poor condition
			VPOOR	Very poor condition
			FAIL	Failed condition
CONDCOM	CHAR	10		Comments on condition rating
CONDATE	CHAR	6		Date of surface condition survey (season and year)
MAXFEE	NUM	6.2		Maximum daily fee in lot (in $/day)
WGTFEE	NUM	12.1		Weighted fee as MAXFEE* ADJCAP
LDATE	DATE	8		Lot survey date (mm/dd/yy)
LTIME	CHAR	6		Lot survey time (hh:mm AorP)
LSURVEYORS	CHAR			Lot survey team
LCOMMENTS	MEMO	10		Comments on lot survey (from LOT.DBT)
MAINTPER	CHAR	10		Responsibility for periodic maintenance
MAINTMAN	CHAR	10		Responsibility for major maintenance
MAINTUTIL	CHAR	10		Responsibility for utilities
IMPTYPE	CHAR	10		Type of last improvement
IMPYR	NUM	4		Year of last improvement
LOTSIZE2	NUM	8.2		Approximate lotsize for improvement cost estimate (in 100 square feet)
IMPCOST	NUM	8.2		Improvement capital cost based on size, surface type, and condition (in $100)
UPGRDCOST	NUM	8.2		Cost to upgrade unpaved lot to paved (in $100)

Database File: VILLAGE.DBF
Memo File: VILLAGE.DBT
Master Index File: VILLAGE.NDX
Indexed On: STACODE

Variable Name	Variable Type	Variable Size	Potential Values	Description
STACODE	NUM	5		Station code (RR line code & milepost)
RRLINE	CHAR	8		Railroad line
STANAME	CHAR	20		Station name
VILLAGE	CHAR	20		Name of munucapilty in which station is located
MAP	LOGICAL	1	T or F	Map provided by local official?
SPEC	LOGICAL	1	T or F	Commuter lots specified on map?
WAIT	LOGICAL	1	T or F	Does village maintain commuter parking waiting list?
WMUN	LOGICAL	1	T or F	Is waiting list village-wide?
WAITNO	NUM	3		Number of names on waiting list
WLOC	LOGICAL	1		Is waiting list lot specific?
VANAME	Char	20		Name of village official interviewed in initial contact
VATITLE	CHAR	15		Title of village official
VASTREET	CHAR	25		Street mailing address of village official
VACITYST	CHAR	25		City and state address of village official
VAZIP	CHAR	5		Zipcode of village official
VATEL	CHAR	12		Telephone number of village official interviewed (999/999-9999)
DATE	DATE	8		Date of initial village interview (mm/dd/yy)
TIME	CHAR	6		Time of initial village interview (hh:mm AorP)
INT	CHAR	15		Name of interviewer for initial village interview
SELLPERM	LOGICAL	1	T or F	Does village sell permits for commuter parking?
PERMSPA	NUM	4		Number of permit spaces available in village
PERMSOLD	NUM	5		Number of permits sold

Variable Name	Variable Type	Variable Size	Potential Values	Description
OVERSELL	LOGICAL	1	T or F	Does village overssell permits?
PERMWAIT	LOGICAL	1	T or F	Is there a permit waiting list?
RESIDSPA	NUM	4		Number of commuter spaces reserved for village residents
VANAME2	CHAR	20		Name of village official interviewed in follow-up contact (if different from initial contact)
DATE2	DATE	8		Date of follow-up village interview (mm/dd/yy)
INT2	CHAR	15		Name of interviewer for follow-up village interview
COMMENT2	MEMO	10		Comments on village follow-up (VILLAGE.DBT)

Database File: CAPACITY.DBF
Memo File: CAPACITY.DBT
Master Index File: CAPACITY.NDX
Indexed On: STACODE

Variable Name	Variable Type	Variable Size	Potential Values	Description
STACODE	NUM	5		Station code (RR line code & milepost)
RRLINE	CHAR	8		Railroad line
STANAME	CHAR	20		Station name
LOTCARS	NUM	4		Total number of cars parked at station
LOTSPACES	NUM	4		Total capacity at station
NLOTS	NUM	2		Number of lots at station
ADJCAP	NUM	4		Adjusted capacity (total capacity less short and railroad reserved capacity) at station
ADJUSE	NUM	4		Adjusted use (total use less short and railroad reserved use) as station
DESCAP	NUM	4		Adjusted capacity in designated lots at station
DESUSE	NUM	4		Adjusted use in designated lots at station
NONCAP	NUM	4		Adjusted capacity in non-designated lots at station
NONUSE	NUM	4		Adjusted use in non-designated lots at station
LONGCAP	NUM	4		Adjusted capacity in long collection class lots at station
LONGUSE	NUM	4		Adjusted use in long collection class lots at station
DAYCAP	NUM	4		Adjusted capacity in day collection class lots at station
DAYUSE	NUM	4		Adjusted use in day collection class lots at station
MIXCAP	NUM	4		Adjusted capacity in mixed collection class lots at station
MIXUSE	NUM	4		Adjusted use in mixed collection class lots at station
DESIGNCAP	NUM	4		Estimated total design capacity of all lots at station
ATLASCAP	NUM	4		Station capacity as shown in atlas

Variable Name	Variable Type	Variable Size	Potential Values	Description
LONGSOLD	NUM	4		Number of sold permitted spaces at station
MIXSOLD	NUM	4		Number of sold mix-use spaces
COMPUSE	NUM	4		Composite use as total number of spaces used (parked plus sold) at station
PCCOMP	NUM	6.1		Percent composite capacity used at station (COMPUSE/ADJCAP *100)
COMPRANK	NUM	3		Station ranking by percent composite capacity used (PCCOMP)
PCTOT	NUM	6.1		Percent total capacity used at station (LOTCARS/LOTSPACES *100)
POP##	NUM	6		Station service area population in 1980 and 2005 (from Metra USAF)
POPGR	NUM	6.1		Percent population growth between 1980 and 2005 in station service area
WKBOARD85	NUM	5		Number of weekday boarders at station in 1985 (from Metra Ridership Counts)
PCADJ	NUM	6.1		Percent adjusted capacity used at station (ADJUSE/ADJCAP *100)
ADJRANK	NUM	3		Station ranking by percent adjusted capacity used (PCADJ)
PCDES	NUM	6.1		Percent designated capacity used at station (DESUSE/DESCAP *100)
DESRANK	NUM	3		Station ranking by percent designated capacity used (PCDES)
PCNON	NUm	6.1		Percent non-designated capacity used at station (NONUSE/NONCAP *100)
NONRANK	NUM	3		Station ranking by percent non-designated capacity used (PCNON)
WGTFEE	NUM	12.1		Sum of weighted fees (MAXFEE* ADJCAP) for all lots at station
AVGFEE	NUM	6.2		Average daily fee charged at all lots serving station (in $/day)
CATEGORY	CHAR	4.1	A-E	Station category for capacity assessment
NEEDCAP	NUM	4		Additional capacity need at station
CAPCOST	NUM	8		Capital cost of additional capacity (in $)

APPENDIX 2

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
** RAILROAD LINE MED-SC											
1120	MED-SC	83RD ST	1	OFF-DES		GRAVEL	MUN	35	FAIR	25	67.20
1130	MED-SC	91ST ST	1	OFF-NON		GRAVEL	UNK	18	POOR	59	393.75
1130	MED-SC	91ST ST	2	OFF-NON		UNIMP	UNK	18	POOR	30	126.00
** RAILROAD LINE CSS											
3190	CSS	HEGEWISCH	1	OFF-NON		GRAVEL	CAR	58	GOOD	220	682.50
3190	CSS	HEGEWISCH	3	OFF-DES		GRAVEL	CAR	58	GOOD	268	840.00
** RAILROAD LINE MED-BI											
4167	MED-BI	WEST PULLMAN	1	OFF-NON		UNIMP	UNK	7	POOR	12	90.00
4179	MED-BI	ASHLAND	1	OFF-DES		PARTGRV	CAR	18	POOR	36	142.40
4184	MED-BI	BURR OAK	1	OFF-DES		PAVED	PRIV	100	EXCEL	94	0.00
4184	MED-BI	BURR OAK	4	OFF-NON		GRAVEL	PRIV	15	POOR	12	0.00
4189	MED-BI	VERMONT, BLUE ISLAND	5	OFF-NON		PAVED	CAR	22	FAIR	52	208.00
** RAILROAD LINE MED											
5145	MED	KENSINGTON, 115TH ST	1	OFF-NON		GRAVEL	PRIV	40	FAIR	126	0.00
5173	MED	RIVERDALE, 137TH ST	4	OFF-DES		PAVED	CAR	68	GOOD	37	148.00
5173	MED	RIVERDALE, 137TH ST	6	OFF-DES		GRAVEL	MUN	55	GOOD	29	116.00
5173	MED	RIVERDALE, 137TH ST	7	OFF-DES		GRAVEL	MUN	55	GOOD	25	100.00
5173	MED	RIVERDALE, 137TH ST	8	OFF-DES		GRAVEL	MUN	50	GOOD	25	127.60
5182	MED	IVANHOE, 144TH ST	1	OFF-DES		GRAVEL	MUN	55	GOOD	51	204.00
5182	MED	IVANHOE, 144TH ST	2	OFF-DES		PAVED	MUN	81	VGOOD	293	1172.00
5190	MED	147TH ST	1	OFF-DES		PARTPAV	MUN	31	POOR	263	1052.00
5190	MED	147TH ST	2	OFF-DES		PAVED	MUN	74	VGOOD	98	392.00
5190	MED	147TH ST	3	OFF-DES		GRAVEL	MUN	35	FAIR	339	1232.10
5190	MED	147TH ST	4	OFF-DES		PARTGRV	PRIV	35	GOOD	20	0.00
5200	MED	HARVEY	1	OFF-DES		PAVED	MUN	69	GOOD	832	3328.00
5223	MED	HAZELCREST	1	OFF-DES		PARTPAV	PRIV	86	EXCEL	47	0.00
5223	MED	HAZELCREST	2	OFF-DES		PAVED	MUN	81	VGOOD	12	48.00
5223	MED	HAZELCREST	6	OFF-DES		PAVED	PRIV	55	GOOD	84	0.00
5223	MED	HAZELCREST	7	OFF-NON		PAVED	PRIV	88	EXCEL	73	0.00
5223	MED	HAZELCREST	8	OFF-JNT		PARTPAV	PRIV	60	GOOD	100	0.00
5228	MED	CALUMET	1	OFF-DES		PARTPAV	PRIV	32	FAIR	161	0.00
5228	MED	CALUMET	2	OFF-DES		PAVED	PRIV	78	VGOOD	430	0.00
5235	MED	HOMEWOOD	1	OFF-DES		PAVED	MUN	43	FAIR	197	788.00
5235	MED	HOMEWOOD	2	OFF-DES		PAVED	MUN	78	VGOOD	110	440.00
5235	MED	HOMEWOOD	3	OFF-DES		PAVED	MUN	86	EXCEL	113	452.00
5235	MED	HOMEWOOD	5	OFF-NON		PAVED	MUN	73	VGOOD	61	244.00
5249	MED	FLOSSMOOR	1	OFF-DES		PAVED	MUN	100	EXCEL	194	776.00
5249	MED	FLOSSMOOR	2	OFF-DES		PAVED	MUN	32	POOR	90	360.00
5266	MED	OLYMPIA FIELDS	1	OFF-JNT		PAVED	PRIV	80	GOOD	130	0.00
5276	MED	211TH ST	1	OFF-DES		PAVED	MUN	100	EXCEL	462	1848.00
5282	MED	MATTESON	1	OFF-DES		PAVED	MUN	84	VGOOD	771	3084.00
5282	MED	MATTESON	2	OFF-DES		PAVED	PRIV	62	VGOOD	208	0.00
5293	MED	RICHTON PARK	1	OFF-DES		PAVED	MUN	80	VGOOD	91	364.00
5293	MED	RICHTON PARK	2	OFF-DES		PAVED	MUN	82	VGOOD	13	52.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
5293	MED	RICHTON PARK	3	OFF-DES		PAVED	MUN	80	VGOOD	186	744.00
5293	MED	RICHTON PARK	4	OFF-DES		PAVED	MUN	80	VGOOD	321	1284.00
5293	MED	RICHTON PARK	5	OFF-DES		PAVED	MUN	82	VGOOD	100	400.00
5293	MED	RICHTON PARK	6	OFF-DES		PAVED	MUN	82	VGOOD	9	36.00
5315	MED	UNIVERSITY PARK	1	OFF-DES		PAVED	MUN	33	POOR	80	320.00
5315	MED	UNIVERSITY PARK	2	OFF-DES		PAVED	MUN	47	FAIR	62	248.00
5315	MED	UNIVERSITY PARK	3	OFF-DES		PAVED	MUN	54	FAIR	194	776.00
** RAILROAD LINE RID											
6120	RID	WASHINGTON HTS,103RD	1	OFF-DES		PARTGRV	PUB	35	FAIR	53	256.80
6157	RID	VERMONT, BLUE ISLAND	1	OFF-DES		PAVED	MUN	100	EXCEL	24	96.00
6157	RID	VERMONT, BLUE ISLAND	2	OFF-DES		PAVED	MUN	100	EXCEL	140	560.00
6157	RID	VERMONT, BLUE ISLAND	3	OFF-DES		PAVED	MUN	100	EXCEL	26	104.00
6157	RID	VERMONT, BLUE ISLAND	4	OFF-DES		PAVED	MUN	100	EXCEL	195	780.00
6172	RID	ROBBINS	1	OFF-DES		GRAVEL	UNK	35	FAIR	4	75.00
6184	RID	MIDLOTHIAN	1	OFF-DES		PAVED	MUN	100	EXCEL	144	576.00
6184	RID	MIDLOTHIAN	2	OFF-NON		GRAVEL	PUB	40	FAIR	69	276.00
6184	RID	MIDLOTHIAN	3	OFF-NON		PARTGRV	MUN	22	FAIR	16	64.00
6184	RID	MIDLOTHIAN	4	OFF-JNT		PAVED	PRIV	35	FAIR	40	0.00
6184	RID	MIDLOTHIAN	5	OFF-JNT		PAVED	PRIV	35	FAIR	25	0.00
6184	RID	MIDLOTHIAN	6	OFF-JNT		GRAVEL	PRIV	80	GOOD	120	0.00
6204	RID	OAK FOREST	1	OFF-DES		PAVED	MUN	49	FAIR	521	2084.00
6204	RID	OAK FOREST	2	OFF-DES		PAVED	MUN	76	VGOOD	189	756.00
6235	RID	TINLEY PARK	1	OFF-DES		PARTGRV	PRIV	36	FAIR	20	0.00
6235	RID	TINLEY PARK	2	OFF-DES		PAVED	CAR	80	VGOOD	83	332.00
6235	RID	TINLEY PARK	3	OFF-DES		PAVED	CAR	62	GOOD	56	224.00
6235	RID	TINLEY PARK	4	OFF-DES		PAVED	CAR	82	VGOOD	66	264.00
6235	RID	TINLEY PARK	5	OFF-DES		PAVED	MUN	100	EXCEL	118	472.00
6235	RID	TINLEY PARK	6	OFF-DES		PAVED	UNK	47	FAIR	69	0.00
6235	RID	TINLEY PARK	7	OFF-DES		PARTPAV	PRIV	2	FAIL	24	0.00
6235	RID	TINLEY PARK	8	ON-DES	OFF	PAVED	MUN	62	GOOD	11	27.50
6235	RID	TINLEY PARK	9	ON-DES	OFF	PAVED	MUN	62	GOOD	9	22.50
6235	RID	TINLEY PARK	10	OFF-JNT		PAVED	PRIV	75	VGOOD	25	0.00
6235	RID	TINLEY PARK	11	OFF-DES		PAVED	MUN	86	EXCEL	30	120.00
6251	RID	80TH ST, TINLEY PARK	1	OFF-DES		PAVED	MUN	83	VGOOD	705	2820.00
6296	RID	MOKENA	1	OFF-DES		PAVED	MUN	78	VGOOD	156	624.00
6296	RID	MOKENA	2	OFF-DES		PAVED	MUN	100	EXCEL	34	136.00
6296	RID	MOKENA	3	OFF-DES		GRAVEL	MUN	40	FAIR	31	124.00
6340	RID	NEW LENOX	2	OFF-NON		PAVED	MUN	100	EXCEL	62	248.00
6340	RID	NEW LENOX	3	OFF-NON		PAVED	MUN	100	EXCEL	68	272.00
6340	RID	NEW LENOX	5	OFF-DES		PAVED	MUN	100	EXCEL	191	764.00
6402	RID	JOLIET	1	OFF-DES		GRAVEL	PUB	66	GOOD	137	548.00
6402	RID	JOLIET	4	OFF-DES		PAVED	PUB	50	FAIR	28	112.00
** RAILROAD LINE RID-B											
7106	RID B	BRAINERD	1	OFF DES		GRAVEL	UNK	16	POOR	21	84.50
7113	RID B	91ST ST, BEVERLY	1	OFF-DES		PAVED	PUB	40	FAIR	133	532.00
7113	RID-B	91ST ST, BEVERLY	4	ON-DES	OFF	PARTGRV	PUB	38	FAIR	25	62.92

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
7117	RID-B	95TH ST, BEVERLY	1	OFF-DES		PARTPAV	PRIV	37	POOR	123	0.00
7117	RID-B	95TH ST, BEVERLY	2	ON-DES	OFF	PARTPAV	CAR	12	POOR	34	85.00
7117	RID-B	95TH ST, BEVERLY	3	OFF-DES		PAVED	MUN	54	FAIR	134	536.00
7123	RID-B	99TH ST	1	OFF-DES		GRAVEL	CAR	40	FAIR	60	204.60
7123	RID-B	99TH ST	2	OFF-DES		GRAVEL	CAR	40	FAIR	100	225.90
7123	RID-B	99TH ST	6	OFF-DES		PARTGRV	CAR	40	FAIR	30	75.32
7128	RID-B	103RD ST	1	OFF-DES		PAVED	CAR	80	VGOOD	90	360.00
7128	RID-B	103RD ST	2	OFF-DES		PARTGRV	CAR	35	FAIR	52	224.40
7133	RID-B	107TH ST	1	OFF-DES		PARTGRV	CAR	35	FAIR	38	112.50
7133	RID-B	107TH ST	3	OFF-DES		PARTGRV	CAR	39	FAIR	101	412.20
7133	RID-B	107TH ST	4	OFF-DES		PARTGRV	CAR	35	FAIR	55	412.20
7138	RID-B	111TH ST,MORGAN PARK	1	OFF-DES		UNIMP	UNK	12	POOR	57	228.00
7138	RID-B	111TH ST,MORGAN PARK	3	OFF-NON		GRAVEL	CAR	22	FAIR	24	95.90
7138	RID-B	111TH ST,MORGAN PARK	4	OFF-NON		PAVED	CAR	45	FAIR	12	43.00
7138	RID-B	111TH ST,MORGAN PARK	8	OFF-NON		GRAVEL	CAR	40	FAIR	9	24.30
7138	RID-B	111TH ST,MORGAN PARK	9	OFF-DES		PARTGRV	CAR	22	FAIR	136	526.20
7143	RID-B	115TH ST,MORGAN PARK	1	ON-DES	OFF	GRAVEL	CAR	40	FAIR	67	227.40
7143	RID-B	115TH ST,MORGAN PARK	2	ON-DES	OFF	GRAVEL	CAR	82	EXCEL	14	90.00
7148	RID-B	119TH ST	1	OFF-DES		PAVED	MUN	89	EXCEL	117	468.00
7148	RID-B	119TH ST	2	OFF-DES		PARTGRV	MUN	30	FAIR	60	147.94
7148	RID-B	119TH ST	3	OFF-DES		PARTGRV	MUN	30	FAIR	47	80.00
7158	RID-B	PRAIRIE, BLUE ISLAN	2	OFF-NON		GRAVEL	CAR	76	GOOD	6	25.00
** RAILROAD LINE NWR											
8126	NWR	ASHBURN	1	OFF-JNT		UNIMP	PRIV	22	FAIR	36	0.00
8152	NWR	OAK LAWN	1	OFF-DES		PAVED	MUN	100	EXCEL	316	1264.00
8152	NWR	OAK LAWN	2	OFF-DES		PAVED	MUN	100	EXCEL	36	144.00
8152	NWR	OAK LAWN	4	OFF-NON		PAVED	MUN	85	VGOOD	28	112.00
8168	NWR	CHICAGO RIDGE	1	OFF-DES		PAVED	MUN	100	EXCEL	108	432.00
8168	NWR	CHICAGO RIDGE	2	OFF-DES		PAVED	CAR	100	EXCEL	22	88.00
8182	NWR	WORTH	1	OFF-DES		PAVED	MUN	100	EXCEL	0	712.00
8182	NWR	WORTH	2	OFF-DES		GRAVEL	MUN	60	GOOD	35	125.43
8203	NWR	PALOS PARK	1	OFF-DES		PAVED	MUN	20	FAIR	21	84.60
8236	NWR	ORLAND PARK	1	OFF-DES		PAVED	PRIV	71	VGOOD	34	0.00
8236	NWR	ORLAND PARK	2	OFF-DES		PAVED	MUN	80	VGOOD	30	120.00
8236	NWR	ORLAND PARK	3	OFF-DES		GRAVEL	PRIV	35	FAIR	41	0.00
** RAILROAD LINE MHC											
9103	MHC	GLENN	1	OFF-NON		PARTGRV	CAR	48	FAIR	47	387.75
9103	MHC	GLENN	2	OFF-NON		PARTGRV	CAR	48	FAIR	54	96.00
9119	MHC	SUMMIT	1	OFF-DES		PAVED	CAR	100	EXCEL	40	160.00
9119	MHC	SUMMIT	2	OFF-NON		PAVED	CAR	100	EXCEL	32	81.30
9175	MHC	WILLOW SPRINGS	1	OFF-DES		PAVED	MUN	17	POOR	9	89.20
9175	MHC	WILLOW SPRINGS	2	OFF-DES		PARTPAV	MUN	17	POOR	55	188.00
9175	MHC	WILLOW SPRINGS	3	OFF-NON		PAVED	MUN	97	EXCEL	33	109.44
9253	MHC	LEMONT	1	OFF-DES		PARTPAV	CAR	18	POOR	98	330.40
9253	MHC	LEMONT	2	OFF-DES		PARTGRV	CAR	43	FAIR	38	75.00
9329	MHC	LOCKPORT	1	OFF-DES		PAVED	PUB	100	EXCEL	16	64.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
9329	MHC	LOCKPORT	2	OFF-DES		PAVED	PUB	100	EXCEL	48	192.00
** RAILROAD LINE BNR											
10070	BNR	CICERO	1	OFF-DES		PAVED	CAR	50	FAIR	146	584.00
10085	BNR	CLYDE	1	OFF-NON		GRAVEL	CAR	54	GOOD	18	204.75
10091	BNR	LAVERGNE	1	ON-DES	OFF	PAVED	MUN	53	FAIR	91	227.50
10091	BNR	LAVERGNE	2	ON-DES	OFF	PAVED	MUN	75	VGOOD	81	202.50
10096	BNR	BERWYN	1	ON-DES	OFF	PAVED	MUN	75	VGOOD	76	190.00
10096	BNR	BERWYN	2	ON-DES	OFF	PAVED	MUN	75	VGOOD	15	37.50
10096	BNR	BERWYN	3	ON-DES	OFF	PAVED	MUN	70	VGOOD	89	222.50
10096	BNR	BERWYN	4	ON-DES	OFF	PAVED	MUN	78	GOOD	70	175.00
10096	BNR	BERWYN	6	ON-DES	OFF	PAVED	MUN	66	VGOOD	98	245.00
10101	BNR	HARLEM AVE	1	ON-DES	OFF	PAVED	MUN	75	VGOOD	89	222.50
10101	BNR	HARLEM AVE	2	ON-DES	OFF	PAVED	MUN	78	VGOOD	81	202.50
10111	BNR	RIVERSIDE	1	OFF-DES		PAVED	MUN	62	GOOD	97	388.00
10111	BNR	RIVERSIDE	2	OFF-DES		PAVED	MUN	82	VGOOD	20	80.00
10111	BNR	RIVERSIDE	3	OFF-DES		PAVED	MUN	68	GOOD	48	192.00
10118	BNR	HOLLYWOOD	1	ON-DES	OFF	PAVED	CAR	74	VGOOD	10	25.00
10118	BNR	HOLLYWOOD	2	OFF-DES		PAVED	CAR	100	EXCEL	49	196.00
10123	BNR	BROOKFIELD	1	ON-DES	OFF	PAVED	CAR	100	EXCEL	100	250.00
10123	BNR	BROOKFIELD	2	ON-DES	OFF	PAVED	CAR	100	EXCEL	46	115.00
10123	BNR	BROOKFIELD	3	ON-DES	OFF	PAVED	CAR	80	VGOOD	49	122.50
10123	BNR	BROOKFIELD	6	ON-DES	OFF	PAVED	MUN	81	VGOOD	39	97.50
10138	BNR	LAGRANGE ROAD	1	OFF-DES		PAVED	MUN	82	VGOOD	106	424.00
10138	BNR	LAGRANGE ROAD	2	OFF-DES		PAVED	MUN	82	VGOOD	37	148.00
10138	BNR	LAGRANGE ROAD	3	OFF-DES		GRAVEL	MUN	55	GOOD	32	128.80
10138	BNR	LAGRANGE ROAD	4	OFF-DES		PAVED	PRIV	75	VGOOD	72	0.00
10138	BNR	LAGRANGE ROAD	6	ON-DES	OFF	PAVED	MUN	75	VGOOD	34	85.00
10138	BNR	LAGRANGE ROAD	10	ON-DES	OFF	PAVED	MUN	75	VGOOD	45	112.50
10138	BNR	LAGRANGE ROAD	11	ON-DES	OFF	PAVED	MUN	24	VPOOR	44	110.00
10138	BNR	LAGRANGE ROAD	12	OFF-DES		PAVED	MUN	72	VGOOD	83	332.00
10142	BNR	LAGRANGE, STONE AVE	1	OFF-DES		PAVED	CAR	92	EXCEL	161	644.00
10155	BNR	WESTERN SPRINGS	1	ON-DES	OFF	PAVED	MUN	55	GOOD	85	212.50
10155	BNR	WESTERN SPRINGS	2	ON-DES	OFF	PAVED	MUN	55	GOOD	96	240.00
10155	BNR	WESTERN SPRINGS	3	ON-DES	OFF	PAVED	MUN	78	VGOOD	103	257.50
10164	BNR	HIGHLANDS	2	OFF-DES		PAVED	MUN	31	POOR	62	248.00
10164	BNR	HIGHLANDS	3	ON-DES	OFF	PAVED	MUN	45	FAIR	12	30.00
10169	BNR	HINSDALE	2	OFF-DES		PAVED	MUN	32	POOR	14	56.00
10169	BNR	HINSDALE	3	ON-DES	OFF	PAVED	MUN	72	GOOD	42	105.00
10169	BNR	HINSDALE	5	OFF-DES		PAVED	MUN	82	VGOOD	38	152.00
10169	BNR	HINSDALE	7	OFF-DES		PAVED	MUN	60	GOOD	30	120.00
10169	BNR	HINSDALE	8	OFF-DES		PAVED	MUN	36	POOR	20	80.00
10169	BNR	HINSDALE	9	OFF-DES		PAVED	MUN	100	EXCEL	52	208.00
10178	BNR	WEST HINSDALE	1	ON-DES	OFF	PAVED	MUN	78	VGOOD	22	55.00
10178	BNR	WEST HINSDALE	2	ON-DES	OFF	PAVED	MUN	78	VGOOD	26	65.00
10178	BNR	WEST HINSDALE	3	ON-DES	OFF	PAVED	MUN	78	VGOOD	21	52.50
10178	BNR	WEST HINSDALE	4	OFF-DES		GRAVEL	PRIV	28	FAIR	85	0.00
10183	BNR	CLARENDON HILLS	1	OFF-DES		PAVED	CAR	90	EXCEL	110	440.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
10183	BNR	CLARENDON HILLS	2	ON-DES	OFF	PAVED	MUN	90	EXCEL	149	372.50
10195	BNR	WESTMONT	1	OFF-DES		PAVED	CAR	62	GOOD	49	196.00
10195	BNR	WESTMONT	2	ON-DES	OFF	PAVED	MUN	38	POOR	17	42.50
10195	BNR	WESTMONT	3	OFF-DES		PAVED	MUN	80	VGOOD	100	400.00
10195	BNR	WESTMONT	4	ON-DES	OFF	PAVED	MUN	48	FAIR	200	500.00
10195	BNR	WESTMONT	5	OFF-DES		PAVED	MUN	30	POOR	15	60.00
10204	BNR	DOWNERS GR, FAIRVIEW	1	ON-DES	OFF	GRAVEL	MUN	22	VPOOR	10	25.00
10204	BNR	DOWNERS GR, FAIRVIEW	2	ON-DES	OFF	GRAVEL	MUN	22	VPOOR	17	42.50
10204	BNR	DOWNERS GR, FAIRVIEW	3	OFF-DES		PAVED	MUN	78	VGOOD	232	928.00
10212	BNR	DOWNERS GR, MAIN ST	3	OFF-DES		PAVED	CAR	76	VGOOD	36	144.00
10212	BNR	DOWNERS GR, MAIN ST	4	OFF-DES		PAVED	MUN	74	VGOOD	37	148.00
10212	BNR	DOWNERS GR, MAIN ST	5	ON-DES	OFF	PAVED	CAR	74	VGOOD	64	160.00
10212	BNR	DOWNERS GR, MAIN ST	6	ON-DES	OFF	PAVED	CAR	74	VGOOD	50	125.00
10212	BNR	DOWNERS GR, MAIN ST	8	OFF-DES		PAVED	CAR	66	GOOD	66	264.00
10212	BNR	DOWNERS GR, MAIN ST	9	OFF-DES		PAVED	MUN	62	GOOD	37	148.00
10212	BNR	DOWNERS GR, MAIN ST	10	ON-DES	OFF	PAVED	MUN	81	VGOOD	15	37.50
10212	BNR	DOWNERS GR, MAIN ST	11	OFF-DES		PAVED	CAR	74	VGOOD	62	248.00
10212	BNR	DOWNERS GR, MAIN ST	12	OFF-DES		PAVED	MUN	60	GOOD	76	304.00
10212	BNR	DOWNERS GR, MAIN ST	14	OFF-DES		PAVED	MUN	75	VGOOD	52	208.00
10226	BNR	BELMONT	1	ON-DES	OFF	PAVED	MUN	76	GOOD	120	300.00
10226	BNR	BELMONT	4	OFF-DES		PAVED	MUN	78	VGOOD	355	1420.00
10245	BNR	LISLE	1	OFF-DES		PAVED	MUN	54	FAIR	499	1996.00
10245	BNR	LISLE	2	OFF-DES		PAVED	MUN	53	FAIR	107	428.00
10245	BNR	LISLE	5	OFF-DES		PAVED	PRIV	86	EXCEL	183	0.00
10245	BNR	LISLE	6	OFF-DES		UNIMP	PRIV	36	FAIR	49	0.00
10285	BNR	NAPERVILLE	1	OFF-DES		PAVED	MUN	88	EXCEL	145	580.00
10285	BNR	NAPERVILLE	2	OFF-DES		PAVED	MUN	100	EXCEL	301	1204 00
10285	BNR	NAPERVILLE	3	OFF-DES		PAVED	MUN	100	EXCEL	216	864.00
10285	BNR	NAPERVILLE	4	OFF-DES		PAVED	MUN	88	EXCEL	342	1368.00
10285	BNR	NAPERVILLE	5	OFF-DES		PAVED	MUN	100	EXCEL	131	524.00
10380	BNR	AURORA	1	OFF-DES		PAVED	CAR	100	EXCEL	739	2956.00
** RAILROAD LINE CNW-W											
11085	CNW-W	OAK PARK	1	OFF-DES		PAVED	MUN	52	FAIR	94	376.00
11085	CNW W	OAK PARK	2	OFF-DES		PAVED	MUN	66	GOOD	71	284.00
11097	CNW-W	RIVER FOREST	1	OFF-DES		PAVED	MUN	82	VGOOD	51	204.00
11113	CNW-W	MELROSE PARK	2	OFF-NON		PAVED	MUN	61	GOOD	11	118.17
11113	CNW-W	MELROSE PARK	3	OFF-NON		PARTPAV	MUN	43	FAIR	18	99.45
11126	CNW W	BELLWOOD	1	OFF-DES		PAVED	CAR	100	EXCEL	161	644 00
11126	CNW-W	BELLWOOD	2	OFF-DES		PAVED	CAR	100	EXCEL	53	212.00
11143	CNW W	BERKELEY	1	OFF NON		PARTGRV	CAR	18	POOR	99	450.00
11143	CNW W	BERKELEY	2	OFF-NON		PARTGRV	CAR	18	POOR	11	52.00
11157	CNW-W	ELMHURST	1	ON DES	OFF	PAVED	MUN	82	VGOOD	60	150.00
11157	CNW-W	ELMHURST	2	OFF-DES		PAVED	CAR	72	VGOOD	75	300.00
11157	CNW W	ELMHURST	3	ON-DES	OFF	PAVED	MUN	82	VGOOD	104	260.00
11157	CNW-W	ELMHURST	4	OFF DES		PAVED	MUN	50	FAIR	36	144.00
11157	CNW W	ELMHURST	5	ON DES	OFF	PAVED	CAR	65	GOOD	72	180 00
11157	CNW W	ELMHURST	6	OFF DES		PAVED	MUN	73	VGOOD	105	420.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
11157	CNW-W	ELMHURST	7	OFF-DES		PAVED	MUN	34	POOR	72	288.00
11157	CNW-W	ELMHURST	8	OFF-DES		PAVED	MUN	76	VGOOD	55	220.00
11157	CNW-W	ELMHURST	11	ON-DES	OFF	GRAVEL	MUN	57	GOOD	60	130.00
11157	CNW-W	ELMHURST	12	ON-DES	OFF	PAVED	MUN	65	GOOD	41	102.50
11157	CNW-W	ELMHURST	13	OFF-DES		PAVED	MUN	52	FAIR	66	264.00
11157	CNW-W	ELMHURST	14	OFF-DES		PAVED	MUN	48	FAIR	200	800.00
11157	CNW-W	ELMHURST	15	OFF-DES		PAVED	MUN	40	POOR	28	112.00
11157	CNW-W	ELMHURST	19	OFF-DES		PAVED	MUN	64	GOOD	13	52.00
11157	CNW-W	ELMHURST	20	OFF-DES		PAVED	MUN	80	VGOOD	30	120.00
11157	CNW-W	ELMHURST	21	OFF-DES		PAVED	MUN	32	POOR	42	168.00
11157	CNW-W	ELMHURST	23	OFF-DES		PAVED	MUN	100	EXCEL	21	84.00
11157	CNW-W	ELMHURST	24	OFF-DES		PAVED	MUN	100	EXCEL	40	160.00
11178	CNW-W	VILLA PARK	1	OFF-DES		PAVED	MUN	47	FAIR	175	700.00
11178	CNW-W	VILLA PARK	2	OFF-DES		PAVED	MUN	37	POOR	89	356.00
11178	CNW-W	VILLA PARK	3	OFF-DES		PAVED	MUN	66	GOOD	94	376.00
11178	CNW-W	VILLA PARK	4	OFF-DES		PAVED	CAR	61	GOOD	173	692.00
11199	CNW-W	LOMBARD	1	OFF-DES		PAVED	MUN	39	POOR	143	572.00
11199	CNW-W	LOMBARD	2	OFF-DES		PAVED	MUN	13	VPOOR	58	232.00
11199	CNW-W	LOMBARD	4	ON-DES	OFF	PAVED	MUN	39	POOR	98	245.00
11199	CNW-W	LOMBARD	5	ON-DES	OFF	PAVED	CAR	50	FAIR	74	185.00
11199	CNW-W	LOMBARD	6	OFF-JNT		PAVED	MUN	41	FAIR	82	328.00
11199	CNW-W	LOMBARD	7	OFF-JNT		PAVED	UNK	14	VPOOR	37	185.76
11224	CNW-W	GLEN ELLYN	3	OFF-NON		PAVED	CAR	23	VPOOR	16	64.00
11224	CNW-W	GLEN ELLYN	4	OFF-JNT		PAVED	MUN	40	POOR	159	636.00
11224	CNW-W	GLEN ELLYN	5	OFF-DES		PAVED	MUN	28	POOR	27	108.00
11224	CNW-W	GLEN ELLYN	6	OFF-DES		PAVED	MUN	30	POOR	273	1092.00
11224	CNW-W	GLEN ELLYN	7	OFF-DES		PAVED	MUN	47	FAIR	14	56.00
11238	CNW-W	COLLEGE AVE, WHEATON	2	OFF-DES		PAVED	MUN	35	POOR	179	716.00
11238	CNW-W	COLLEGE AVE, WHEATON	3	OFF-DES		PAVED	MUN	34	POOR	78	312.00
11250	CNW-W	WHEATON	1	OFF-DES		PAVED	PRIV	100	EXCEL	300	0.00
11275	CNW-W	WINFIELD	1	OFF-DES		GRAVEL	MUN	57	GOOD	110	466.20
11275	CNW-W	WINFIELD	2	OFF-DES		GRAVEL	MUN	52	GOOD	72	238.00
11275	CNW-W	WINFIELD	3	ON-DES	OFF	PARTPAV	MUN	68	GOOD	52	54.00
11275	CNW-W	WINFIELD	4	OFF-DES		GRAVEL	MUN	60	GOOD	54	194.40
11275	CNW-W	WINFIELD	5	ON-DES		GRAVEL	MUN	60	GOOD	9	0.00
11303	CNW-W	WEST CHICAGO	1	OFF-DES		GRAVEL	PRIV	31	FAIR	67	0.00
11303	CNW-W	WEST CHICAGO	2	OFF-DES		PAVED	MUN	100	EXCEL	32	128.00
11303	CNW-W	WEST CHICAGO	3	OFF-DES		PAVED	MUN	100	EXCEL	42	168.00
11355	CNW-W	GENEVA	1	OFF-DES		PAVED	MUN	75	VGOOD	280	1120.00
11355	CNW-W	GENEVA	2	OFF-DES		PAVED	MUN	75	VGOOD	48	192.00
11355	CNW-W	GENEVA	3	OFF-DES		PARTPAV	MUN	75	VGOOD	96	108.75
11355	CNW-W	GENEVA	4	OFF-DES		PAVED	MUN	39	POOR	49	196.00
11355	CNW-W	GENEVA	5	OFF-DES		PAVED	MUN	68	GOOD	48	192.00
11355	CNW-W	GENEVA	7	ON-DES	OFF	PAVED	MUN	60	GOOD	24	60.00
** RAILROAD LINE MWD-W											
12029	MWD-W	WESTERN AVE	1	OFF-NON		GRAVEL	MUN	40	FAIR	25	100.17
12070	MWD-W	CRAGIN	1	OFF-DES		PAVED	UNK	36	POOR	11	0.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
12095	MWD-W	MONTCLARE	1	OFF-DES		GRAVEL	MUN	40	FAIR	68	168.64
12102	MWD-W	ELMWOOD PARK	1	ON-DES	OFF	PAVED	MUN	65	GOOD	120	300.00
12114	MWD-W	RIVER GROVE	1	OFF-DES		PAVED	MUN	92	EXCEL	113	452.00
12132	MWD-W	FRANKLIN PARK	1	OFF-DES		PAVED	PUB	94	EXCEL	87	348.00
12132	MWD-W	FRANKLIN PARK	2	OFF-DES		PAVED	MUN	38	POOR	51	204.00
12132	MWD-W	FRANKLIN PARK	3	OFF-DES		PAVED	MUN	100	EXCEL	49	196.00
12132	MWD-W	FRANKLIN PARK	4	OFF-DES		PAVED	PUB	88	EXCEL	81	324.00
12132	MWD-W	FRANKLIN PARK	5	OFF-DES		PAVED	PUB	89	EXCEL	15	60.00
12172	MWD-W	BENSENVILLE	2	OFF-DES		PAVED	MUN	59	GOOD	96	384.00
12191	MWD-W	WOODDALE	1	OFF-DES		PAVED	MUN	77	VGOOD	109	436.00
12191	MWD-W	WOODDALE	2	OFF-DES		PAVED	MUN	68	GOOD	210	840.00
12191	MWD-W	WOODDALE	3	OFF-DES		PAVED	MUN	81	VGOOD	139	556.00
12210	MWD-W	ITASCA	1	OFF-DES		PAVED	CAR	87	EXCEL	32	128.00
12210	MWD-W	ITASCA	2	OFF-DES		PAVED	CAR	58	GOOD	28	112.00
12210	MWD-W	ITASCA	3	ON-DES	OFF	PARTPAV	CAR	47	FAIR	28	70.00
12210	MWD-W	ITASCA	4	OFF-DES		PAVED	CAR	100	EXCEL	155	620.00
12230	MWD-W	MEDINAH	1	OFF-DES		PAVED	PUB	17	VPOOR	94	376.00
12230	MWD-W	MEDINAH	2	OFF-DES		GRAVEL	PUB	65	GOOD	59	236.00
12239	MWD-W	ROSELLE	1	OFF-DES		PAVED	MUN	100	EXCEL	604	2416.00
12239	MWD-W	ROSELLE	2	OFF-DES		PAVED	MUN	100	EXCEL	124	496.00
12239	MWD-W	ROSELLE	3	OFF-DES		GRAVEL	PRIV	76	GOOD	128	0.00
12239	MWD-W	ROSELLE	4	OFF-DES		PAVED	MUN	62	GOOD	72	288.00
12239	MWD-W	ROSELLE	5	OFF-JNT		PARTPAV	PRIV	76	GOOD	25	0.00
12265	MWD W	SCHAUMBURG	1	OFF-DES		PAVED	MUN	83	VGOOD	323	1292.00
12265	MWD-W	SCHAUMBURG	2	OFF-DES		PAVED	MUN	88	EXCEL	272	1088.00
12265	MWD-W	SCHAUMBURG	3	OFF-DES		PAVED	MUN	81	VGOOD	360	1440.00
12265	MWD-W	SCHAUMBURG	4	OFF-DES		PAVED	MUN	80	VGOOD	414	1656.00
12284	MWD-W	HANOVER PARK	1	OFF-DES		PAVED	MUN	100	EXCEL	485	1940.00
12284	MWD-W	HANOVER PARK	2	OFF-DES		PAVED	MUN	100	EXCEL	148	592.00
12284	MWD-W	HANOVER PARK	3	OFF-DES		PAVED	MUN	100	EXCEL	0	0.00
12301	MWD-W	BARTLETT	5	OFF-DES		PAVED	MUN	70	GOOD	91	364.00
12301	MWD-W	BARTLETT	8	OFF-DES		PARTPAV	PRIV	68	GOOD	30	0.00
12301	MWD-W	BARTLETT	9	OFF-DES		PAVED	PRIV	100	EXCEL	25	0.00
12360	MWD-W	NATIONAL ST	1	OFF-DES		PAVED	PUB	92	EXCEL	87	348.00
12360	MWD-W	NATIONAL ST	4	OFF-NON		GRAVEL	MUN	55	FAIR	25	100.00
12360	MWD-W	NATIONAL ST	5	OFF-NON		GRAVEL	MUN	12	POOR	3	12.00
12366	MWD-W	ELGIN	1	OFF-DES		PARTPAV	CAR	32	FAIR	216	864.00
12366	MWD-W	ELGIN	2	OFF-DES		PARTPAV	CAR	30	FAIR	53	212.00
12366	MWD-W	ELGIN	5	OFF-DES		PAVED	PRIV	100	EXCEL	180	0.00
12398	MWD-W	BIG TIMBER	1	OFF-DES		PAVED	MUN	100	EXCEL	305	1220.00
** RAILROAD LINE CNW NW											
13091	CNW NW	JEFFERSON PARK	1	OFF-DES		PARTGRV	CAR	42	FAIR	61	225.00
13101	CNW-NW	GLADSTONE PARK	1	OFF-DES		PAVED	CAR	68	GOOD	10	40.00
13126	CNW NW	EDISON PARK	1	OFF-DES		GRAVEL	CAR	25	POOR	58	193.14
13126	CNW-NW	EDISON PARK	2	OFF-DES		GRAVEL	CAR	15	POOR	39	368.28
13126	CNW NW	EDISON PARK	4	OFF DES		PAVED	CAR	18	POOR	27	90.00
13135	CNW NW	PARK RIDGE	1	ON DES	OFF	PAVED	CAR	58	GOOD	88	0.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
13135	CNW-NW	PARK RIDGE	2	OFF-DES		PAVED	MUN	58	GOOD	34	136.00
13135	CNW-NW	PARK RIDGE	3	OFF-DES		PAVED	MUN	72	VGOOD	41	164.00
13135	CNW-NW	PARK RIDGE	4	OFF-DES		PAVED	MUN	66	GOOD	57	228.00
13150	CNW-NW	DEE ROAD	1	OFF-DES		PAVED	MUN	52	FAIR	24	96.00
13150	CNW-NW	DEE ROAD	2	OFF-DES		PAVED	MUN	47	FAIR	110	440.00
13171	CNW-NW	DES PLAINES	1	OFF-DES		PAVED	MUN	22	VPOOR	190	760.00
13171	CNW-NW	DES PLAINES	2	OFF-DES		PAVED	PRIV	68	GOOD	0	0.00
13171	CNW-NW	DES PLAINES	3	OFF-DES		PAVED	PRIV	60	GOOD	40	0.00
13171	CNW-NW	DES PLAINES	4	OFF-DES		PAVED	CAR	58	GOOD	28	112.00
13171	CNW-NW	DES PLAINES	5	OFF-DES		PAVED	CAR	18	VPOOR	86	344.00
13171	CNW-NW	DES PLAINES	6	OFF-DES		PAVED	MUN	49	FAIR	243	972.00
13171	CNW-NW	DES PLAINES	7	OFF-DES		PAVED	MUN	36	POOR	47	188.00
13186	CNW-NW	CUMBERLAND	1	OFF-DES		PAVED	CAR	100	EXCEL	32	128.00
13186	CNW-NW	CUMBERLAND	2	OFF-DES		PAVED	MUN	100	EXCEL	271	1084.00
13200	CNW-NW	MOUNT PROSPECT	1	OFF-DES		PAVED	MUN	78	VGOOD	288	1152.00
13200	CNW-NW	MOUNT PROSPECT	2	OFF-DES		PAVED	CAR	58	GOOD	22	88.00
13200	CNW-NW	MOUNT PROSPECT	3	OFF-DES		PAVED	CAR	67	GOOD	144	576.00
13200	CNW-NW	MOUNT PROSPECT	4	OFF-DES		PAVED	CAR	66	GOOD	160	640.00
13200	CNW-NW	MOUNT PROSPECT	7	OFF-DES		PAVED	PRIV	100	EXCEL	123	0.00
13200	CNW-NW	MOUNT PROSPECT	8	OFF-DES		PAVED	MUN	55	GOOD	50	200.00
13228	CNW-NW	ARLINGTON HEIGHTS	2	OFF-DES		PAVED	MUN	49	FAIR	70	280.00
13228	CNW-NW	ARLINGTON HEIGHTS	3	OFF-JNT		PAVED	MUN	100	EXCEL	232	928.00
13228	CNW-NW	ARLINGTON HEIGHTS	4	OFF-DES		GRAVEL	MUN	53	GOOD	22	88.44
13228	CNW-NW	ARLINGTON HEIGHTS	5	OFF-DES		PAVED	MUN	43	FAIR	47	188.00
13228	CNW-NW	ARLINGTON HEIGHTS	6	OFF-JNT		PAVED	MUN	41	FAIR	25	100.00
13228	CNW-NW	ARLINGTON HEIGHTS	7	OFF-DES		PAVED	MUN	45	FAIR	70	280.00
13228	CNW-NW	ARLINGTON HEIGHTS	8	OFF-DES		PAVED	MUN	48	FAIR	124	496.00
13228	CNW-NW	ARLINGTON HEIGHTS	9	OFF-DES		PAVED	MUN	100	EXCEL	200	800.00
13228	CNW-NW	ARLINGTON HEIGHTS	10	OFF-DES		PAVED	MUN	64	GOOD	94	376.00
13228	CNW-NW	ARLINGTON HEIGHTS	11	OFF-DES		PAVED	MUN	69	GOOD	92	368.00
13228	CNW-NW	ARLINGTON HEIGHTS	23	OFF-DES		PAVED	PRIV	53	GOOD	26	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	26	OFF-DES		PAVED	MUN	100	EXCEL	200	800.00
13244	CNW-NW	ARLINGTON PARK	1	OFF-DES		PAVED	PRIV	27	POOR	1036	0.00
13268	CNW-NW	PALATINE	1	ON-DES	OFF	PAVED	MUN	67	GOOD	142	355.00
13268	CNW-NW	PALATINE	2	ON-DES	OFF	PAVED	MUN	69	GOOD	73	182.50
13268	CNW-NW	PALATINE	3	OFF-DES		PAVED	MUN	30	POOR	162	648.00
13268	CNW-NW	PALATINE	4	ON-DES	OFF	PAVED	MUN	57	GOOD	24	60.00
13268	CNW-NW	PALATINE	5	OFF-DES		PAVED	MUN	80	VGOOD	90	360.00
13268	CNW-NW	PALATINE	6	OFF-DES		PAVED	MUN	57	GOOD	175	700.00
13268	CNW-NW	PALATINE	7	OFF-DES		PAVED	MUN	52	FAIR	463	1852.00
13268	CNW-NW	PALATINE	8	OFF-DES		PAVED	MUN	31	POOR	32	128.00
13268	CNW-NW	PALATINE	10	OFF-DES		PAVED	MUN	37	POOR	33	132.00
13268	CNW-NW	PALATINE	11	ON-DES	OFF	PAVED	MUN	38	POOR	48	120.00
13319	CNW-NW	BARRINGTON	1	OFF-JNT		PAVED	PRIV	100	EXCEL	49	0.00
13319	CNW-NW	BARRINGTON	2	OFF-DES		PAVED	MUN	47	FAIR	178	712.00
13319	CNW-NW	BARRINGTON	3	OFF-DES		PAVED	MUN	77	VGOOD	169	676.00
13319	CNW-NW	BARRINGTON	4	OFF-DES		PAVED	MUN	76	VGOOD	181	724.00
13319	CNW-NW	BARRINGTON	5	OFF-DES		PAVED	MUN	78	VGOOD	340	1360.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
13319	CNW-NW	BARRINGTON	6	OFF-DES		PAVED	MUN	76	VGOOD	44	176.00
13373	CNW-NW	FOX RIVER GROVE	1	OFF-DES		GRAVEL	CAR	34	FAIR	79	290.70
13373	CNW-NW	FOX RIVER GROVE	2	OFF-DES		GRAVEL	CAR	46	FAIR	70	205.20
13386	CNW-NW	CARY	1	OFF-DES		PAVED	CAR	89	EXCEL	16	18.00
13386	CNW-NW	CARY	2	OFF-DES		PAVED	CAR	86	EXCEL	61	244.00
13386	CNW-NW	CARY	3	OFF-DES		PAVED	CAR	48	FAIR	50	200.00
13386	CNW-NW	CARY	4	ON-DES	OFF	GRAVEL	MUN	16	POOR	61	140.00
13386	CNW-NW	CARY	5	ON-DES	OFF	PAVED	CAR	16	POOR	12	30.00
13386	CNW-NW	CARY	6	ON-DES	OFF	PAVED	MUN	58	GOOD	7	17.50
13432	CNW-NW	CRYSTAL LAKE	1	OFF-DES		PAVED	MUN	77	VGOOD	72	288.00
13432	CNW-NW	CRYSTAL LAKE	2	OFF-DES		PAVED	MUN	79	VGOOD	48	192.00
13432	CNW-NW	CRYSTAL LAKE	3	OFF-DES		PAVED	MUN	85	VGOOD	136	360.00
13432	CNW-NW	CRYSTAL LAKE	4	OFF-DES		PAVED	CAR	74	VGOOD	65	260.00
13432	CNW-NW	CRYSTAL LAKE	5	OFF-DES		PAVED	MUN	77	VGOOD	130	520.00
13432	CNW-NW	CRYSTAL LAKE	6	OFF-DES		PAVED	MUN	78	VGOOD	29	116.00
13432	CNW-NW	CRYSTAL LAKE	7	OFF-DES		PAVED	MUN	47	FAIR	33	132.00
13432	CNW-NW	CRYSTAL LAKE	8	ON-DES	OFF	PAVED	MUN	73	VGOOD	42	0.00
13432	CNW-NW	CRYSTAL LAKE	9	ON-DES	OFF	PAVED	MUN	29	POOR	37	0.00
13432	CNW-NW	CRYSTAL LAKE	10	OFF-DES		PAVED	MUN	74	VGOOD	23	92.00
13432	CNW-NW	CRYSTAL LAKE	11	OFF-NON		PAVED	UNK	70	GOOD	24	0.00
13506	CNW-NW	MCHENRY	1	OFF-NON		GRAVEL	MUN	67	GOOD	22	108.00
13506	CNW-NW	MCHENRY	2	OFF-DES		PAVED	MUN	100	EXCEL	62	248.00
13506	CNW-NW	MCHENRY	3	OFF-DES		PAVED	CAR	100	EXCEL	70	280.00
13506	CNW-NW	MCHENRY	4	OFF-DES		PAVED	CAR	100	EXCEL	12	48.00
13506	CNW-NW	MCHENRY	6	OFF-NON		GRAVEL	CAR	47	FAIR	10	280.80
13516	CNW-NW	WOODSTOCK	1	OFF-DES		PAVED	CAR	100	EXCEL	190	306.72
13516	CNW-NW	WOODSTOCK	2	OFF-DES		PAVED	CAR	100	EXCEL	12	48.00
13516	CNW-NW	WOODSTOCK	3	OFF-DES		PAVED	MUN	100	EXCEL	75	300.00
13516	CNW-NW	WOODSTOCK	4	OFF-DES		PAVED	MUN	87	EXCEL	45	180.00
13516	CNW-NW	WOODSTOCK	5	OFF-DES		PAVED	MUN	59	GOOD	29	116.00
13516	CNW-NW	WOODSTOCK	6	OFF-DES		PAVED	MUN	100	EXCEL	48	192.00
13631	CNW-NW	HARVARD	2	OFF-DES		PAVED	MUN	77	VGOOD	47	188.00
** RAILROAD LINE MWD-N											
15064	MWD-N	HEALY	1	OFF-NON		PAVED	CAR	10	FAIL	20	84.00
15082	MWD-N	GRAYLAND	6	OFF-NON		UNIMP	CAR	37	FAIR	8	32.00
15102	MWD-N	FOREST GLEN	1	OFF-NON		GRAVEL	PUB	35	FAIR	26	180.00
15116	MWD-N	EDGEBROOK	1	ON-DES	OFF	PAVED	MUN	62	GOOD	73	182.50
15116	MWD-N	EDGEBROOK	2	ON-DES	OFF	PARTPAV	MUN	63	GOOD	34	69.60
15143	MWD-N	MORTON GROVE	1	ON-DES	OFF	PAVED	CAR	85	EXCEL	19	47.50
15143	MWD-N	MORTON GROVE	2	ON-DES	OFF	PAVED	MUN	80	VGOOD	48	120.00
15143	MWD-N	MORTON GROVE	3	OFF-DES		PAVED	CAR	84	VGOOD	106	424.00
15143	MWD-N	MORTON GROVE	4	ON-DES	OFF	PAVED	CAR	68	GOOD	120	300.00
15143	MWD-N	MORTON GROVE	5	ON-NON	OFF	PAVED	MUN	80	VGOOD	4	10.00
15143	MWD-N	MORTON GROVE	6	ON-NON		PAVED	MUN	80	VGOOD	13	0.00
15162	MWD-N	GOLF	1	OFF-DES		GRAVEL	MUN	43	FAIR	23	60.00
15174	MWD-N	GLENVIEW	1	OFF-DES		PAVED	MUN	60	GOOD	102	408.00
15174	MWD-N	GLENVIEW	2	OFF-DES		PAVED	MUN	80	VGOOD	145	580.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
15174	MWD-N	GLENVIEW	3	ON-DES	OFF	PAVED	CAR	89	EXCEL	23	57.50
15174	MWD-N	GLENVIEW	4	ON-DES	OFF	PAVED	CAR	85	EXCEL	14	35.00
15174	MWD-N	GLENVIEW	5	ON-DES	OFF	PAVED	CAR	89	EXCEL	41	102.50
15174	MWD-N	GLENVIEW	6	ON-DES	OFF	PAVED	CAR	57	GOOD	32	80.00
15174	MWD-N	GLENVIEW	7	ON-DES	OFF	PAVED	MUN	67	GOOD	41	102.50
15174	MWD-N	GLENVIEW	8	ON-DES	OFF	PAVED	CAR	84	VGOOD	92	230.00
15174	MWD-N	GLENVIEW	9	ON-DES	OFF	PAVED	CAR	37	POOR	106	265.00
15174	MWD-N	GLENVIEW	10	ON-DES	OFF	PAVED	MUN	41	FAIR	103	257.50
15174	MWD-N	GLENVIEW	11	ON-DES	OFF	PAVED	MUN	84	VGOOD	15	37.50
15211	MWD-N	NORTHBROOK	1	OFF-DES		PAVED	MUN	50	FAIR	407	1628.00
15211	MWD-N	NORTHBROOK	2	OFF-DES		PAVED	PRIV	23	VPOOR	43	0.00
15211	MWD-N	NORTHBROOK	3	OFF-DES		PAVED	CAR	54	FAIR	41	164.00
15211	MWD-N	NORTHBROOK	4	OFF-DES		PAVED	CAR	47	FAIR	66	264.00
15211	MWD-N	NORTHBROOK	5	OFF-DES		PAVED	MUN	100	EXCEL	83	332.00
15242	MWD-N	DEERFIELD	3	OFF-DES		PAVED	MUN	67	GOOD	22	88.00
15242	MWD-N	DEERFIELD	5	OFF-DES		PAVED	MUN	62	GOOD	91	364.00
15242	MWD-N	DEERFIELD	6	ON-DES	OFF	PAVED	MUN	50	FAIR	60	150.00
15242	MWD-N	DEERFIELD	7	ON-DES	OFF	PAVED	MUN	21	VPOOR	50	125.00
15242	MWD-N	DEERFIELD	8	ON-DES	OFF	PAVED	MUN	59	GOOD	32	80.00
15242	MWD-N	DEERFIELD	9	OFF-DES		PAVED	MUN	82	VGOOD	27	108.00
15242	MWD-N	DEERFIELD	10	OFF-DES		PAVED	MUN	67	GOOD	44	176.00
15242	MWD-N	DEERFIELD	11	ON-DES	OFF	PAVED	MUN	53	FAIR	82	205.00
15242	MWD-N	DEERFIELD	12	OFF-DES		PAVED	MUN	83	VGOOD	191	764.00
15242	MWD-N	DEERFIELD	13	ON-DES	OFF	PAVED	MUN	82	GOOD	78	195.00
15242	MWD-N	DEERFIELD	15	ON-DES	OFF	PAVED	MUN	57	GOOD	10	25.00
15280	MWD-N	LAKE FOREST	3	OFF-DES		PARTPAV	MUN	100	EXCEL	13	52.00
15280	MWD-N	LAKE FOREST	4	OFF-DES		PARTPAV	MUN	53	FAIR	32	88.75
15355	MWD-N	LIBERTYVILLE	1	OFF-DES		PAVED	CAR	64	GOOD	278	1112.00
15355	MWD-N	LIBERTYVILLE	2	OFF-DES		PAVED	MUN	43	FAIR	26	104.00
15355	MWD-N	LIBERTYVILLE	3	OFF-DES		PAVED	CAR	79	VGOOD	77	308.00
15355	MWD-N	LIBERTYVILLE	4	OFF-DES		PAVED	PRIV	75	VGOOD	95	0.00
15355	MWD-N	LIBERTYVILLE	5	OFF-JNT		PAVED	PRIV	87	EXCEL	125	0.00
15355	MWD-N	LIBERTYVILLE	6	OFF-DES		PAVED	MUN	90	EXCEL	0	0.00
15410	MWD-N	GRAYSLAKE	1	OFF-DES		PAVED	CAR	65	GOOD	154	616.00
15440	MWD-N	ROUND LAKE	1	ON-DES	OFF	PAVED	CAR	92	EXCEL	117	292.50
15440	MWD-N	ROUND LAKE	2	OFF-DES		PAVED	CAR	93	EXCEL	63	252.00
15460	MWD-N	LONG LAKE	1	OFF-DES		GRAVEL	CAR	25	FAIR	36	106.75
15478	MWD-N	INGLESIDE	1	OFF-DES		GRAVEL	CAR	45	FAIR	25	162.00
15495	MWD-N	FOX LAKE	1	OFF-DES		PAVED	MUN	100	EXCEL	54	689.50
15495	MWD-N	FOX LAKE	2	OFF-DES		GRAVEL	MUN	19	POOR	28	90.00
15495	MWD-N	FOX LAKE	3	OFF-DES		PAVED	MUN	100	EXCEL	60	240.00
15495	MWD-N	FOX LAKE	8	ON-DES	OFF	PAVED	MUN	100	EXCEL	92	230.00
15495	MWD-N	FOX LAKE	9	OFF-DES		PAVED	MUN	38	FAIR	0	0.00
15495	MWD-N	FOX LAKE	11	OFF-DES		PAVED	MUN	81	EXCEL	0	128.25
** RAILROAD LINE CNW-N											
17065	CNW-N	RAVENSWOOD	1	ON-DES	OFF	PAVED	MUN	82	VGOOD	45	0.00
17065	CNW N	RAVENSWOOD	2	ON DES	OFF	PAVED	MUN	94	EXCEL	42	105.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
17065	CNW-N	RAVENSWOOD	6	ON-DES	OFF	PAVED	MUN	27	POOR	29	72.50
17065	CNW-N	RAVENSWOOD	7	ON-DES	OFF	PAVED	MUN	94	EXCEL	8	20.00
17120	CNW-N	EVANSTON	1	OFF-DES		PAVED	MUN	100	EXCEL	87	348.00
17120	CNW-N	EVANSTON	2	OFF-DES		GRAVEL	MUN	60	GOOD	175	224.00
17120	CNW-N	EVANSTON	3	OFF-DES		GRAVEL	MUN	31	FAIR	196	1049.60
17120	CNW-N	EVANSTON	4	ON-DES	OFF	PAVED	MUN	65	GOOD	14	35.00
17120	CNW-N	EVANSTON	5	OFF-DES		PAVED	PRIV	76	VGOOD	107	0.00
17120	CNW-N	EVANSTON	6	OFF-DES		PAVED	MUN	80	VGOOD	32	128.00
17120	CNW-N	EVANSTON	7	OFF-DES		GRAVEL	MUN	30	FAIR	37	70.00
17120	CNW-N	EVANSTON	10	ON-DES	OFF	PAVED	MUN	65	GOOD	30	75.00
17133	CNW-N	CENTRAL ST, EVANSTON	1	ON-DES	OFF	PAVED	CAR	60	GOOD	75	187.50
17133	CNW-N	CENTRAL ST, EVANSTON	2	ON-DES	OFF	PAVED	CAR	78	VGOOD	65	162.50
17144	CNW-N	WILMETTE	1	OFF-DES		PAVED	CAR	92	EXCEL	267	1068.00
17144	CNW-N	WILMETTE	2	OFF-DES		PAVED	CAR	55	FAIR	81	324.00
17144	CNW-N	WILMETTE	3	OFF-DES		PAVED	CAR	82	VGOOD	15	60.00
17144	CNW-N	WILMETTE	4	OFF-DES		PAVED	CAR	59	GOOD	46	184.00
17152	CNW-N	KENILWORTH	1	OFF-DES		PAVED	MUN	100	EXCEL	25	100.00
17152	CNW-N	KENILWORTH	2	OFF-DES		PAVED	MUN	100	EXCEL	23	92.00
17152	CNW-N	KENILWORTH	5	ON-DES	OFF	PAVED	MUN	57	GOOD	14	35.00
17152	CNW-N	KENILWORTH	6	ON-DES	OFF	PAVED	MUN	45	FAIR	18	45.00
17158	CNW-N	INDIAN HILL	1	OFF-DES		PAVED	CAR	100	EXCEL	86	344.00
17158	CNW-N	INDIAN HILL	3	OFF-DES		PAVED	CAR	49	FAIR	75	300.00
17166	CNW-N	WINNETKA	2	OFF-DES		PAVED	MUN	57	GOOD	41	164.00
17166	CNW-N	WINNETKA	3	OFF-DES		PAVED	MUN	35	POOR	129	516.00
17166	CNW-N	WINNETKA	5	OFF-DES		PAVED	MUN	43	FAIR	81	324.00
17166	CNW-N	WINNETKA	6	ON-DES	OFF	PAVED	MUN	48	FAIR	18	45.00
17166	CNW-N	WINNETKA	7	OFF-DES		PAVED	MUN	68	GOOD	44	176.00
17177	CNW-N	HUBBARD WOODS	1	OFF-DES		PAVED	CAR	40	FAIR	6	24.00
17177	CNW-N	HUBBARD WOODS	2	OFF-DES		PAVED	MUN	28	POOR	86	344.00
17177	CNW-N	HUBBARD WOODS	3	OFF-DES		PAVED	MUN	82	VGOOD	30	120.00
17192	CNW-N	GLENCOE	1	OFF-DES		PAVED	MUN	79	VGOOD	127	508.00
17192	CNW-N	GLENCOE	2	OFF-DES		PAVED	CAR	40	POOR	118	472.00
17192	CNW-N	GLENCOE	3	ON-DES	OFF	PAVED	MUN	35	POOR	147	367.50
17192	CNW-N	GLENCOE	4	OFF-DES		PAVED	MUN	32	POOR	136	544.00
17205	CNW-N	BRAESIDE	2	OFF-DES		PAVED	MUN	57	GOOD	78	312.00
17205	CNW-N	BRAESIDE	3	ON-DES	OFF	PAVED	MUN	86	EXCEL	31	77.50
17205	CNW-N	BRAESIDE	4	ON-DES	OFF	PAVED	MUN	21	VPOOR	22	55.00
17215	CNW-N	RAVINIA	1	OFF-DES		PAVED	MUN	35	POOR	72	288.00
17215	CNW-N	RAVINIA	2	OFF-DES		PAVED	MUN	40	POOR	69	276.00
17215	CNW-N	RAVINIA	3	OFF-DES		PAVED	MUN	30	POOR	28	77.64
17230	CNW-N	HIGHLAND PARK	1	OFF-DES		PAVED	CAR	28	POOR	125	500.00
17230	CNW-N	HIGHLAND PARK	2	OFF-DES		PAVED	MUN	71	VGOOD	37	148.00
17230	CNW-N	HIGHLAND PARK	4	OFF-NON		PAVED	MUN	67	GOOD	66	264.00
17230	CNW-N	HIGHLAND PARK	5	OFF-DES		PAVED	CAR	46	FAIR	127	508.00
17230	CNW-N	HIGHLAND PARK	6	OFF-DES		PAVED	CAR	41	FAIR	80	320.00
17230	CNW-N	HIGHLAND PARK	7	OFF-DES		PAVED	MUN	82	VGOOD	51	204.00
17230	CNW-N	HIGHLAND PARK	8	OFF-DES		PAVED	MUN	40	POOR	33	132.00
17245	CNW-N	HIGHWOOD	1	OFF-NON		PAVED	CAR	51	FAIR	102	408.00

APPENDIX 2
SURFACE CONDITION SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNERSHIP TYPE	PAVEMENT CONDITION INDEX	CONDITION RATING	TOTAL LOT CAPACITY	ESTIMATED LOT SIZE (100 SQ FT)
17257	CNW N	FORT SHERIDAN	4	OFF-DES		PAVED	MUN	85	VGOOD	50	200.00
17257	CNW-N	FORT SHERIDAN	5	OFF-DES		GRAVEL	CAR	20	POOR	125	339.00
17283	CNW-N	LAKE FOREST	1	OFF-DES		PAVED	CAR	79	VGOOD	131	524.00
17283	CNW-N	LAKE FOREST	2	OFF-DES		PAVED	MUN	100	EXCEL	118	472.00
17283	CNW-N	LAKE FOREST	3	OFF-DES		PAVED	CAR	56	GOOD	69	276.00
17283	CNW N	LAKE FOREST	6	OFF-DES		PAVED	CAR	66	GOOD	67	268.00
17283	CNW-N	LAKE FOREST	7	OFF-DES		PAVED	CAR	53	FAIR	49	196.00
17302	CNW N	LAKE BLUFF	1	OFF-DES		PAVED	CAR	85	VGOOD	116	464.00
17302	CNW-N	LAKE BLUFF	2	OFF-DES		PAVED	MUN	100	EXCEL	54	216.00
17322	CNW-N	GREAT LAKES	1	OFF-DES		PAVED	CAR	100	EXCEL	24	361.14
17332	CNW-N	NORTH CHICAGO	1	OFF-DES		PAVED	MUN	100	EXCEL	17	68.00
17359	CNW N	WAUKEGAN	1	OFF-DES		PAVED	CAR	65	GOOD	135	540.00
17359	CNW-N	WAUKEGAN	2	OFF-DES		PAVED	MUN	100	EXCEL	50	200.00
17359	CNW-N	WAUKEGAN	3	OFF-DES		PAVED	CAR	100	EXCEL	119	476.00
17421	CNW-N	ZION	1	OFF-DES		PAVED	MUN	93	EXCEL	60	240.00
17421	CNW-N	ZION	2	OFF-DES		PAVED	MUN	95	EXCEL	26	104.00
17445	CNW-N	WINTHROP HARBOR	1	OFF-NON		GRAVEL	CAR	60	GOOD	9	62.00

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METRA STATIONS BY PARKING CATEGORY

CODE	LINE	STATION	# OF LOTS	PARKING DEMAND	PARKING SUPPLY	PERCENT CAPACITY USED	AVERAGE FEE	1985 BOARDINGS	1980 POPULATION	POP GROWTH	ADDED CAPACITY NEEDED	BASE CAPITAL COST ($)
** CATEGORY A												
3190	CSS	HEGEWISCH	5	595	596	99.8	0.00	1407	38210	1.2	148	547600
5145	MED	KENSINGTON, 115TH ST	7	213	222	95.9	1.14	771	15620	-4.0	44	162800
5223	MED	HAZELCREST	6	318	359	88.6	0.45	740	23555	14.4	39	144300
5228	MED	CALUMET	2	575	591	97.3	1.00	944	16846	30.9	128	473600
5249	MED	FLOSSMOOR	2	264	284	93.0	1.02	1552	40042	19.2	46	170200
5315	MED	UNIVERSITY PARK	3	318	321	99.1	0.50	475	25875	91.0	77	284900
6184	RID	MIDLOTHIAN	6	373	413	90.3	0.26	1025	31111	17.8	53	196100
6204	RID	OAK FOREST	2	702	709	99.0	0.75	1299	36005	17.4	169	625300
6235	RID	TINLEY PARK	11	511	511	100.0	0.59	967	26598	34.9	147	543900
6340	RID	NEW LENOX	3	320	320	100.0	1.00	360	21104	60.4	80	296000
7113	RID-B	91ST ST, BEVERLY	7	237	275	86.2	0.00	561	5738	-13.3	21	77700
7117	RID-B	95TH ST, BEVERLY	3	197	224	87.9	0.90	760	4369	-19.5	22	81400
7138	RID-B	111TH ST,MORGAN PARK	7	301	308	97.7	0.00	862	19122	-16.9	68	251600
8203	NWR	PALOS PARK	1	18	21	85.7	1.00	111	16997	32.7	1	3700
8236	NWR	ORLAND PARK	3	95	105	90.5	0.48	151	30951	67.9	14	51800
9175	MHC	WILLOW SPRINGS	7	130	140	92.9	0.00	96	37920	15.5	22	81400
9253	MHC	LEMONT	2	136	136	100.0	0.00	171	58195	46.7	34	125800
9329	MHC	LOCKPORT	2	64	64	100.0	0.00	67	46336	51.3	16	59200
10226	BNR	BELMONT	6	614	662	92.7	0.71	1400	34689	22.2	106	392200
10285	BNR	NAPERVILLE	22	1315	1316	99.9	0.55	3251	59416	111.3	328	1213600
11199	CNW-W	LOMBARD	9	467	537	87.0	0.71	1360	40914	14.7	47	173900
11250	CNW-W	WHEATON	12	574	596	96.3	0.69	1901	25711	37.8	122	451400
11355	CNW-W	GENEVA	7	544	564	96.5	0.75	955	59230	60.9	116	429200
12095	MWD-W	MONTCLARE	3	82	83	98.8	0.00	313	34360	-9.4	19	70300
13200	CNW-NW	MOUNT PROSPECT	8	734	902	81.4	0.72	2220	63474	15.6	16	59200
13386	CNW-NW	CARY	6	196	207	94.7	0.32	478	28049	76.1	38	140600
15211	MWD-N	NORTHBROOK	5	606	638	95.0	0.75	1406	36992	12.8	120	444000
15280	MWD-N	LAKE FOREST	4	162	178	91.0	1.22	249	13604	134.0	24	88800
15355	MWD-N	LIBERTYVILLE	6	570	594	96.0	0.33	817	54299	62.8	118	436600
15440	MWD-N	ROUND LAKE	2	164	178	92.1	0.50	333	29881	39.4	27	99900
17166	CNW-N	WINNETKA	7	343	358	95.8	0.51	656	8355	-5.1	71	262700
17177	CNW-N	HUBBARD WOODS	3	96	102	94.1	0.51	480	7913	-0.3	18	66600
** CATEGORY B												
5182	MED	IVANHOE, 144TH ST	2	344	344	100.0	0.75	1570	16062	-10.0	86	318200
5190	MED	147TH ST	4	670	720	93.1	0.69	1123	18935	-7.8	118	436600
5235	MED	HOMEWOOD	4	481	481	100.0	0.77	1625	23320	24.3	120	444000
5293	MED	RICHTON PARK	6	685	720	95.1	0.77	1586	33821	38.1	136	503200
6296	RID	MOKENA	3	192	192	100.0	0.95	371	20242	67.4	48	177600
7126	RID-B	103RD ST	7	255	266	95.9	0.00	1216	8115	-15.4	53	196100
8152	NWR	OAK LAWN	4	398	404	98.5	0.50	486	77038	-13.1	94	347800
10096	BNR	BERWYN	5	329	348	94.5	0.52	803	7941	-1.6	63	233100
10138	BNR	LAGRANGE ROAD	13	485	538	90.1	0.95	1529	22984	-7.7	68	251600
10155	BNR	WESTERN SPRINGS	3	280	283	98.9	0.75	1151	14322	3.7	67	247900
10169	BNR	HINSDALE	10	293	304	96.4	0.85	1196	8469	18.6	62	229400
10183	BNR	CLARENDON HILLS	5	281	307	91.5	1.25	1032	17376	44.9	44	162800

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10195	BNR	WESTMONT	5	332	381	87.1	0.74	1314	37183	17.8	34	125800
10212	BNR	DOWNERS GR, MAIN ST	15	557	564	98.8	0.68	2051	21942	23.2	132	488400
10245	BNR	LISLE	8	880	880	100.0	0.70	2219	29588	50.8	220	814000
11178	CNW-W	VILLA PARK	4	484	531	91.1	0.82	1206	47610	-0.5	74	273800
11224	CNW-W	GLEN ELLYN	7	615	656	93.8	1.03	1999	49426	19.4	113	418100
11238	CNW-W	COLLEGE AVE, WHEATON	4	328	341	96.2	0.68	838	29754	4.4	69	255300
13135	CNW-NW	PARK RIDGE	10	281	310	90.6	0.74	850	24458	-8.0	41	151700
13150	CNW-NW	DEE ROAD	2	130	134	97.0	0.79	373	44674	-9.3	28	103600
13228	CNW-NW	ARLINGTON HEIGHTS	18	1007	1252	80.4	0.99	2727	72948	15.3	7	25900
13244	CNW-NW	ARLINGTON PARK	1	1032	1032	100.0	1.00	1479	58056	38.1	258	954600
13268	CNW-NW	PALATINE	10	1056	1233	85.6	0.72	1586	72118	32.6	87	321900
13319	CNW-NW	BARRINGTON	6	933	947	98.5	1.00	1631	34159	48.4	219	810300
13432	CNW-NW	CRYSTAL LAKE	11	621	636	97.6	0.60	954	35498	47.9	140	518000
15174	MWD-N	GLENVIEW	11	644	707	91.1	0.49	1329	32411	5.2	98	362600
15242	MWD-N	DEERFIELD	13	719	721	99.7	0.51	1439	40583	25.5	178	658600
17133	CNW-N	CENTRAL ST, EVANSTON	10	282	299	94.3	0.23	845	29745	-3.3	53	196100
17144	CNW-N	WILMETTE	4	357	401	89.0	0.50	1245	23451	-4.6	45	166500
17192	CNW-N	GLENCOE	4	477	526	90.7	0.50	809	7002	-9.0	70	259000
17230	CNW-N	HIGHLAND PARK	7	504	516	97.7	1.70	1204	8973	-1.9	114	421800
** CATEGORY C												
1120	MED-SC	83RD ST	4	58	66	87.9	0.00	475	6234	27.3	6	22200
5074	MED	U OF C, 59TH ST	10	147	165	89.1	0.00	749	62886	-20.1	19	70300
5173	MED	RIVERDALE, 137TH ST	9	236	243	97.1	0.73	794	24919	-23.0	52	192400
5200	MED	HARVEY	1	761	829	91.8	0.50	1574	49515	-4.2	122	451400
6157	RID	VERMONT, BLUE ISLAND	4	240	385	62.3	1.00	739	8700	4.1	0	0
6251	RID	80TH ST, TINLEY PARK	1	655	705	92.9	0.50	759	9093	204.3	114	421800
7123	RID-B	99TH ST	4	212	238	89.1	0.00	767	18930	-12.5	27	99900
7133	RID-B	107TH ST	6	241	266	90.6	0.00	494	4920	-15.2	35	129500
7148	RID-B	119TH ST	3	176	224	78.6	0.52	499	0	0.0	0	0
9119	MHC	SUMMIT	2	32	72	44.4	0.28	73	31789	-0.7	0	0
10091	BNR	LAVERGNE	2	158	172	91.9	0.50	267	21226	-3.9	26	96200
10101	BNR	HARLEM AVE	2	160	169	94.7	0.50	718	13328	-5.9	31	114700
10111	BNR	RIVERSIDE	4	166	178	93.3	0.43	570	10819	-6.4	30	111000
10142	BNR	LAGRANGE, STONE AVE	11	426	438	97.3	0.65	985	12781	14.6	94	347800
10164	BNR	HIGHLANDS	3	97	98	99.0	0.99	231	12542	18.2	23	85100
10178	BNR	WEST HINSDALE	4	153	154	99.4	0.96	411	8193	10.7	37	136900
10204	BNR	DOWNERS GR, FAIRVIEW	3	249	259	96.1	0.75	635	20591	13.6	52	192400
11085	CNW-W	OAK PARK	9	228	235	97.0	1.35	374	81372	-3.6	50	185000
11143	CNW-W	BERKELEY	2	110	110	100.0	0.00	207	25473	-1.6	28	103600
11157	CNW-W	ELMHURST	23	1103	1160	95.1	0.50	1635	36727	6.3	219	810300
12210	MWD-W	ITASCA	4	239	241	99.2	0.72	565	36887	29.9	58	214600
12230	MWD-W	MEDINAH	2	132	153	86.3	0.86	215	19676	66.2	12	44400
12239	MWD-W	ROSELLE	5	879	947	92.8	0.59	1621	46109	28.4	152	562400
12284	MWD-W	HANOVER PARK	3	514	633	81.2	0.69	765	41848	54.2	9	33300
13029	CNW-NW	CLYBOURN	2	24	26	92.3	0.00	385	180270	10.0	4	14800
13091	CNW-NW	JEFFERSON PARK	4	132	136	97.1	0.00	434	33897	6.4	29	107300

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13114	CNW-NW	NORWOOD PARK	5	53	59	89.8	0.00	195	33211	-8.0	7	25900
15143	MWD-N	MORTON GROVE	6	303	308	98.4	0.00	538	49248	-7.8	71	262700
17065	CNW-N	RAVENSWOOD	10	235	240	97.9	0.00	353	266330	17.0	54	199800
17094	CNW-N	ROGERS PARK	7	108	110	98.2	0.00	511	132812	10.6	25	92500
17110	CNW-N	MAIN ST, EVANSTON	2	55	55	100.0	0.00	556	27217	-0.7	14	51800
17120	CNW-N	EVANSTON	10	650	763	85.2	0.87	709	35878	-3.1	49	181300
17158	CNW-N	INDIAN HILL	3	175	183	95.6	0.46	349	9274	-7.3	36	133200
17257	CNW-N	FORT SHERIDAN	5	205	230	89.1	0.62	313	6083	0.0	26	96200
** CATEGORY D												
4156	MED-BI	STATE ST	4	43	43	100.0	0.00	81	8983	-16.7	11	40700
4179	MED-BI	ASHLAND	1	36	36	100.0	0.00	123	5069	-3.7	9	33300
4184	MED-BI	BURR OAK	4	129	139	92.8	0.68	279	5069	-3.7	22	81400
4189	MED-BI	VERMONT, BLUE ISLAND	1	51	52	98.1	0.00	336	495	108.9	12	44400
5109	MED	87TH ST	2	9	9	100.0	0.00	41	19320	-21.1	2	7400
5135	MED	107TH ST	2	8	8	100.0	0.00	32	16493	-21.5	2	7400
7143	RID-B	115TH ST,MORGAN PARK	3	87	89	97.8	0.00	227	19854	-12.3	20	74000
12360	MWD-W	NATIONAL ST	5	143	148	96.6	0.00	222	30037	67.1	31	114700
13070	CNW-NW	IRVING PARK	3	59	59	100.0	0.00	196	68881	12.3	15	55500
13101	CNW-NW	GLADSTONE PARK	4	56	56	100.0	0.00	81	33537	-11.3	14	51800
13373	CNW-NW	FOX RIVER GROVE	2	146	148	98.6	0.00	195	32371	23.3	34	125800
15162	MWD-N	GOLF	1	23	23	100.0	0.00	143	25575	-7.2	6	22200
15460	MWD-N	LONG LAKE	1	36	36	100.0	0.00	62	11304	43.9	9	33300
17332	CNW-N	NORTH CHICAGO	1	17	17	100.0	1.25	158	8772	21.8	4	14800
** CATEGORY E												
1091	MED-SC	STONY ISLAND	1	10	18	55.6	0.00	182	5137	-22.0	0	0
1097	MED-SC	BRYN MAWR	0	0	0	0.0	0.00	190	28299	-14.7	0	0
1103	MED-SC	SOUTH SHORE	5	38	54	70.4	0.00	387	14958	-12.4	0	0
1109	MED-SC	75TH, WINDSOR PARK	1	13	31	41.9	0.00	378	19100	-16.6	0	0
1115	MED-SC	79TH, CHELTENHAM	2	20	31	64.5	0.00	284	9792	2.5	0	0
1125	MED-SC	87TH ST	4	41	68	60.3	0.00	272	14940	5.0	0	0
1130	MED-SC	91ST ST	6	108	108	100.0	0.00	715	61678	9.7	27	99900
4160	MED-BI	STEWART RIDGE	2	8	18	44.4	0.00	68	8134	-23.6	0	0
4167	MED-BI	WEST PULLMAN	1	12	12	100.0	0.00	66	25166	-20.6	3	11100
4170	MED-BI	RACINE AVE	2	11	20	55.0	0.00	32	5283	-14.9	0	0
5014	MED	ROOSEVELT RD,12TH ST	0	0	0	0.0	0.00	450	1598	183.4	0	0
5022	MED	18TH ST	0	0	0	0.0	0.00	27	3727	116.0	0	0
5027	MED	23RD ST	0	0	0	0.0	0.00	199	14397	28.3	0	0
5032	MED	27TH ST	0	0	0	0.0	0.00	120	55182	-12.7	0	0
5059	MED	47TH ST	0	0	0	0.0	0.00	31	128849	16.3	0	0
5065	MED	HYDE PARK, 53RD ST	0	0	0	0.0	0.00	641	8417	21.8	0	0
5070	MED	56TH ST	10	137	172	79.7	0.00	478	15849	6.3	0	0
5079	MED	63RD ST	0	0	0	0.0	0.00	74	23956	-32.4	0	0
5093	MED	75TH ST	0	0	0	0.0	0.00	24	41780	26.2	0	0
5100	MED	79TH ST	0	0	0	0.0	0.00	65	16396	-23.0	0	0
5104	MED	83RD ST	2	12	18	66.7	0.00	57	19583	-20.4	0	0

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5114	MED	91ST ST	2	0	12	0.0	0.00	38	10589	-21.2	0	0
5120	MED	95TH ST	0	0	0	0.0	0.00	24	19152	-23.5	0	0
5130	MED	103RD ST	0	0	0	0.0	0.00	27	12919	-24.5	0	0
5140	MED	111TH ST	0	0	0	0.0	0.00	48	8488	-27.1	0	0
5266	MED	OLYMPIA FIELDS	1	100	130	76.9	0.00	405	15650	12.4	0	0
5276	MED	211TH ST	1	174	462	37.7	0.50	589	48435	6.7	0	0
5282	MED	MATTESON	2	874	979	89.3	0.50	1295	13594	43.4	113	418100
6098	RID	GRESHAM	0	0	0	0.0	0.00	81	114015	-26.2	0	0
6109	RID	LONGWOOD, 95TH ST	0	0	0	0.0	0.00	54	23957	-24.6	0	0
6120	RID	WASHINGTON HTS,103RD	1	53	53	100.0	0.00	74	20010	19.8	13	48100
6172	RID	ROBBINS	1	4	4	100.0	0.00	60	21522	10.1	1	3700
6402	RID	JOLIET	8	190	359	52.9	1.21	207	138735	10.6	0	0
7106	RID-B	BRAINERD	8	83	152	54.6	0.00	262	14051	-19.4	0	0
7152	RID-B	123RD ST	0	0	0	0.0	0.00	70	11984	-8.1	0	0
7158	RID-B	PRAIRIE, BLUE ISLAN	1	0	6	0.0	0.00	82	1799	-2.9	0	0
8112	NWR	LANDERS	0	0	0	0.0	0.00	138	177706	-10.0	0	0
8126	NWR	ASHBURN	1	36	36	100.0	0.00	299	43737	-10.1	9	33300
8168	NWR	CHICAGO RIDGE	2	98	130	75.4	0.58	257	43033	10.6	0	0
8182	NWR	WORTH	3	35	220	15.9	0.75	234	34076	18.0	0	0
9103	MHC	GLENN	2	51	51	100.0	0.00	72	78727	-12.6	13	48100
9321	MHC	LOCKPORT, 5TH ST	0	0	0	0.0	0.00	14	0	0.0	0	0
10018	BNR	HALSTED ST	0	0	0	0.0	0.00	52	64479	2.8	0	0
10038	BNR	WESTERN AVE	0	0	0	0.0	0.00	115	167347	-0.9	0	0
10070	BNR	CICERO	1	57	146	39.0	0.75	232	135114	-8.5	0	0
10085	BNR	CLYDE	1	18	18	100.0	0.00	116	37321	-4.8	4	14800
10118	BNR	HOLLYWOOD	2	39	59	66.1	0.95	147	7455	1.4	0	0
10123	BNR	BROOKFIELD	6	156	243	64.2	0.95	691	15040	-5.3	0	0
10131	BNR	CONGRESS PARK	2	5	29	17.2	0.95	168	14030	-0.6	0	0
10380	BNR	AURORA	1	518	734	70.6	1.00	905	110763	48.1	0	0
11036	CNW-W	KEDZIE	0	0	0	0.0	0.00	33	93398	685.3	0	0
11097	CNW-W	RIVER FOREST	4	71	77	92.2	0.00	146	10250	0.9	12	44400
11105	CNW-W	MAYWOOD	5	58	83	69.9	0.00	96	24125	2.6	0	0
11113	CNW-W	MELROSE PARK	2	29	29	100.0	0.00	112	36505	0.2	7	25900
11126	CNW-W	BELLWOOD	2	97	214	45.3	0.75	225	30777	-0.3	0	0
11275	CNW-W	WINFIELD	6	240	309	77.7	0.79	465	22933	52.6	0	0
11303	CNW-W	WEST CHICAGO	7	142	178	79.8	0.72	386	21097	127.9	0	0
12029	MWD-W	WESTERN AVE	2	22	31	71.0	0.00	0	0	0.0	0	0
12059	MWD-W	HERMOSA	6	47	94	50.0	0.00	90	46711	39.5	0	0
12070	MWD W	CRAGIN	4	29	37	78.4	0.00	104	85657	-11.4	0	0
12077	MWD-W	HANSON PARK	2	14	24	58.3	0.00	63	35926	-2.1	0	0
12086	MWD W	GALEWOOD	5	33	45	73.3	0.00	212	18021	-5.4	0	0
12091	MWD W	MARS	2	15	19	78.9	0.00	80	12199	-0.3	0	0
12102	MWD-W	ELMWOOD PARK	1	79	120	65.8	0.50	521	17705	-9.5	0	0
12114	MWD-W	RIVER GROVE	1	63	113	55.8	0.50	254	37415	15.5	0	0
12132	MWD W	FRANKLIN PARK	5	191	281	68 0	0.50	464	16913	-3.5	0	0
12140	MWD W	MANNHEIM	1	6	32	18.8	0.00	45	23967	2.9	0	0
12172	MWD-W	BENSENVILLE	4	172	224	76.8	0.50	476	19159	12.6	0	0

APPENDIX 3
METRA STATIONS BY PARKING CATEGORY

CODE	LINE	STATION	# OF LOTS	PARKING DEMAND	PARKING SUPPLY	PERCENT CAPACITY USED	AVERAGE FEE	1985 BOARDINGS	1980 POPULATION	POP GROWTH	ADDED CAPACITY NEEDED	BASE CAPITAL COST ($)
12191	MWD-W	WOODDALE	3	335	454	73.8	0.50	563	26531	18.8	0	0
12265	MWD-W	SCHAUMBURG	4	611	1334	45.8	0.70	693	54819	35.7	0	0
12301	MWD-W	BARTLETT	9	392	477	82.2	0.62	712	28209	50.1	13	48100
12366	MWD-W	ELGIN	4	321	432	74.3	0.65	495	37316	31.4	0	0
12398	MWD-W	BIG TIMBER	1	5	305	1.6	0.00	0	39111	125.0	0	0
13126	CNW-NW	EDISON PARK	4	152	152	100.0	0.00	328	35746	-5.4	38	140600
13171	CNW-NW	DES PLAINES	8	441	568	77.6	0.72	1141	30889	0.1	0	0
13186	CNW-NW	CUMBERLAND	2	227	303	74.9	0.75	567	37143	5.6	0	0
13506	CNW-NW	MCHENRY	5	76	169	45.0	0.00	74	33038	52.0	0	0
13516	CNW-NW	WOODSTOCK	6	340	399	85.2	0.00	183	27306	42.6	26	96200
13631	CNW-NW	HARVARD	1	14	47	29.8	0.00	104	11436	29.6	0	0
15064	MWD-N	HEALY	1	10	20	50.0	0.00	244	78796	28.7	0	0
15082	MWD-N	GRAYLAND	6	34	60	56.7	0.00	109	23312	-4.2	0	0
15090	MWD-N	MAYFAIR	0	0	0	0.0	0.00	66	34498	-4.7	0	0
15102	MWD-N	FOREST GLEN	2	35	38	92.1	0.00	75	21770	-3.3	6	22200
15116	MWD-N	EDGEBROOK	7	126	200	63.0	0.00	266	29665	-4.8	0	0
15410	MWD-N	GRAYSLAKE	2	161	172	93.6	0.00	229	18783	79.2	29	107300
15478	MWD-N	INGLESIDE	1	12	25	48.0	0.00	22	15193	21.2	0	0
15495	MWD-N	FOX LAKE	8	232	259	89.6	0.40	457	25704	19.7	31	114700
17152	CNW-N	KENILWORTH	12	120	159	75.5	0.37	470	6530	-2.4	0	0
17205	CNW-N	BRAESIDE	4	108	136	79.4	1.67	286	2989	-3.5	0	0
17215	CNW-N	RAVINIA	3	136	169	80.5	1.67	339	9216	3.4	1	3700
17245	CNW-N	HIGHWOOD	1	70	102	68.6	0.00	236	9776	14.3	0	0
17283	CNW-N	LAKE FOREST	6	363	453	80.1	0.94	715	8585	-0.2	1	3700
17302	CNW-N	LAKE BLUFF	2	99	170	58.2	0.76	302	7168	26.9	0	0
17322	CNW-N	GREAT LAKES	1	24	24	100.0	3.00	93	26060	16.7	6	22200
17359	CNW-N	WAUKEGAN	10	302	416	72.6	0.26	614	64322	13.4	0	0
17421	CNW-N	ZION	2	40	86	46.5	0.00	67	30599	14.5	0	0
17445	CNW-N	WINTHROP HARBOR	1	9	9	100.0	0.00	18	7681	40.3	2	7400

APPENDIX 4

APPENDIX 4

METRA STATION PARKING PROJECT SUMMARY

This Appendix provides a listing of the Projects Planned (Category A) stations. These are stations having a composite capacity utilization rate exceeding 85%, and at which a parking project is planned or underway. A brief description of the estimated impact on parking supply resulting from the improvement is included. Because the majority of projects are in the planning or engineering phases, the capacity impact shown is approximate. Actual impacts will be known upon the completion of engineering. Stations marked with an asterisk (*) are IDOT Suburban Interstate Transfer projects.

STATION PARKING PROJECT SUMMARY
(Information as of July 1987 by Metra)

03190 Hegewisch

The engineering for a parking improvement is underway for this station. 500 new parking spaces will be made available, and 200 existing (unpaved) spaces will be paved.

05145 Kensington 115th

A parking improvement at this station is proposed for inclusion in the FY88-92 capital program. Approximately 96 spaces could be added.

05223 Hazelcrest*

A parking improvement is in progress, which will make 115 new parking spaces available. The land acquisition process is underway.

05249 Flossmoor*

A parking improvement, making 22 new parking spaces available, is planned.

05315 University Park

A parking improvement, making 234 new parking spaces available, is under construction.

06113 91st-Beverly

A parking improvement is in progress at this station. The land acquisition process is underway. As many as 300 spaces will be provided.

06117 95th-Beverly

A parking improvement, making 105 additional spaces available, is in progress at this station. A zoning change is being pursued by Metra, in order that construction may get underway.

06138 111th-Morgan Park

Construction of a parking improvement, making 135 new parking spaces available, will begin in Spring 1988.

06184 Midlothian

A parking improvement, consisting of the reconfiguration of 57 parking spaces, was recently completed.

06204 Oak Forest

A parking improvement is proposed at this station. The number of spaces affected will be determined during the engineering phase of the project. The Village is undertaking the initial planning study.

06235 Tinley Park

A parking improvement, making 250 new parking spaces available, is under construction.

06340 New Lenox*

A parking project, consisting of approximately 320 parking spaces, has recently been completed.

08203 Palos Park*

A parking project, consisting of 98 parking spaces, is currently under construction.

08236 Orland Park*

A parking project at the new station, consisting of 200 parking spaces, is planned for 1990.

09175 Willow Springs*

A parking project consisting of 97 parking spaces, is in the engineering phase. Project on hold pending resolution of land acquisition and lease issues.

09253 Lemont*

A parking project, consisting of 100 parking spaces, is currently in the engineering phase.

09329 Lockport*

A parking project, consisting of 64 parking spaces, is currently in the construction phase.

11199 Lombard*

A parking improvement, which will add 189 new parking spaces, is planned at this station.

11250 Wheaton*

A parking improvement, which will add 284 new parking spaces, is currently in the engineering phase.

11355 Geneva*

A parking improvement, which will add 140 new parking spaces, is planned at this station. Land acquisition and engineering is underway.

12095 Mont Clare

A parking improvement is planned for this station. The number of spaces affected will be determined during the engineering phase of the project.

13386 Cary*

A parking project, consisting of 350 parking spaces, is under construction.

15211 Northbrook*

A parking project, consisting of 161 parking spaces, is in the engineering phase.

15280 Lake Forest

A parking improvement at this station is planned for inclusion in the FY88-92 capital program. The number of spaces affected will be determined during the engineering phase of the project.

15355 Libertyville*

A parking project, consisting of 200 parking spaces, is under construction.

17166 Winnetka*

A parking project, consisting of a reconfiguration of an existing lot and the addition of 8 new parking spaces, is planned.

17177 Hubbard Woods*

A parking project, consisting of a reconstruction of an existing lot is planned. The number of spaces affected will be determined during the engineering phase of the project.

APPENDIX 5

APPENDIX 5

EVALUATION OF PARKING CAPACITY ENHANCEMENT OPTIONS

Stations identified as experiencing significant deficiencies in parking capacity were evaluated to determine the preliminary feasibility of a variety of capacity enhancement options. This evaluation involved field reconnaissance to identify the acceptability of each option at the particular station. Options considered were described in Chapter VI and were classified as either parking facility, transportation systems management (TSM), or transit.

The feasibility of each option was evaluated at the 31 stations listed below. These stations were selected for evaluation because current capacity utilization is at least 85%, the station is a high ridership station with over 200 boardings daily, and no capacity improvement projects are underway or planned.

RR Line	Station
MED	Ivanhoe, 144th
MED	147th Street
MED	Homewood
MED	Richton Park
RID	Mokena
RIB-B	103rd
NWR	Oak Lawn
BNR	Berwyn
BNR	LaGrange Road
BNR	Western Springs
BNR	Hinsdale
BNR	Clarendon Hills
BNR	Westmont
BNR	Downers Grove, Main
BNR	Lisle
CNW-W	Villa Park
CNW-W	Glen Ellyn
CNW-W	Wheaton, College Avenue
CNW-NW	Park Ridge
CNW-NW	Dee Road
CNW-NW	Arlington Park
CNW-NW	Arlington Heights
CNW-NW	Palatine
CNW-NW	Barrington
CNW-NW	Crystal Lake
MWD-N	Glenview
MWD-N	Deerfield
CNW-N	Evanston, Central
CNW-N	Wilmette
CNW-N	Glencoe
CNW-N	Highland Park

Appendix 5 consists of a narrative description of the field assessment results and a station area map providing locational data regarding each option.

MED, IVANHOE 144th

Restripe Existing Lots (TSM1)

Lots 1 and 2 can be restriped and reposted. Net gain of 45 spaces in Lot 2, approximately 5 spaces in Lot 1.

Remove/Relax Parking Restrictions (TSM2)

Limited potential. Surrounding area either residential or commercial. Relaxation of existing parking restrictions will cause burden on surrounding neighborhoods. If parking restrictions were eliminated, 15 additional spaces would be gained along Atlantic and 145th as shown on map.

Oversell Permit Spaces (TSM3)

Daily fee parking only. No permit spaces.

Change Parking Fee or Fee Structure (TSM4)

Limited potential to alter fee structure since nearby stations have little excess capacity.

Shared Rides to Stations (TSM5)

Some potential for shared ride programs, requires marketing.

Encourage Alternate Station Use (TSM6)

All nearby stations have similar parking capacity deficiencies.

Locate Potential Joint Use Facilities (TSM7)

Potential joint use facilities as shown on map. These include: park district fieldhouse on Stewart, Library District B at 144th and Atlantic, on street shared parking at School along Atlantic and 145th, and gas station at Tracy Avenue. Net gain of approximately 35 spaces in these 4 locations.

Expand Existing Lots (PF1)

Lot 1 can be expanded as shown on map. Net gain of approximately 150 spaces.

Construct New Commuter Lots (PF2)

See map for new lot locations. Land on west side of track is park district property. Area west of tracks and north of 144th is underutilized and may be available for limited parking expansion. Net gain of about 160 spaces in 2 locations.

Convert Existing Non-Commuter Lots (PF3)

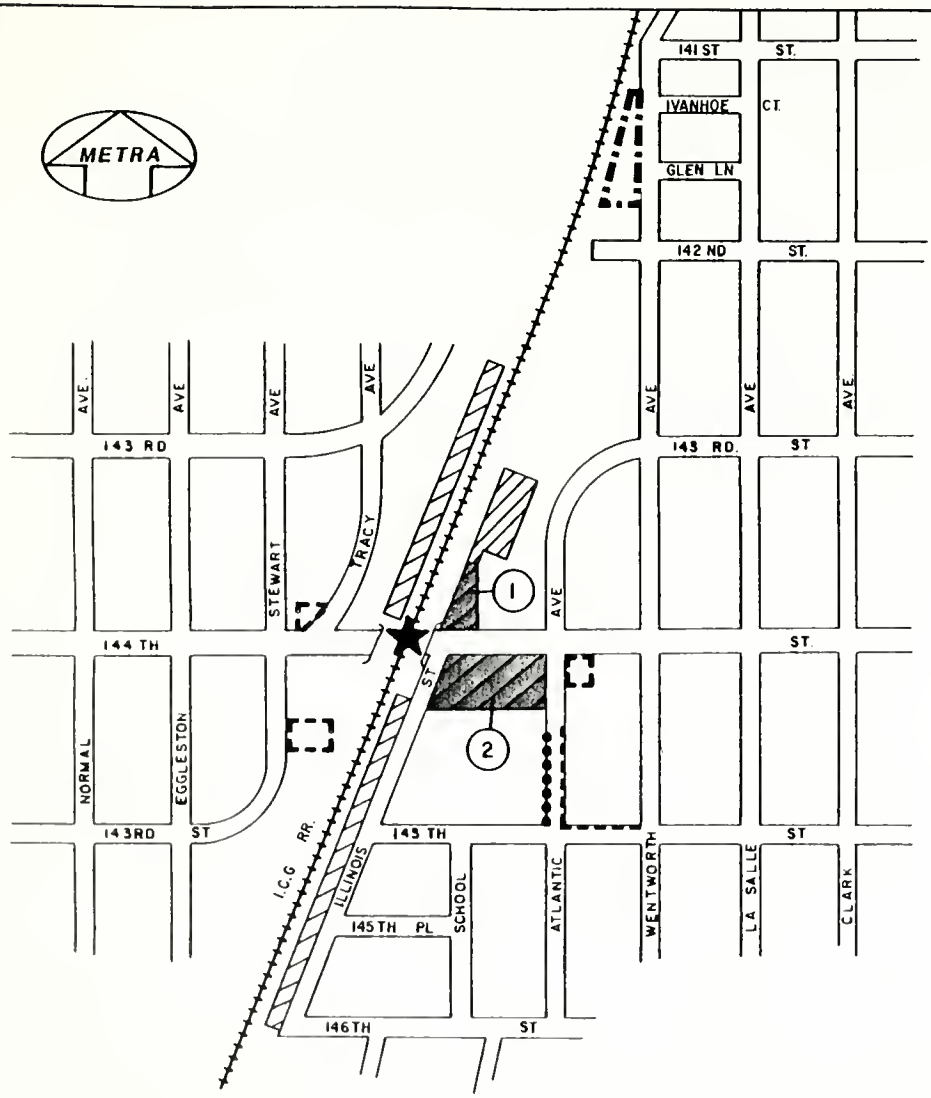
Limited potential as station located in predominantly commercial area.

Feeder Bus Service (TO1)

Current PACE service available. Study required on service changes for feeder service.

Remote Parking Facilities with Shuttle Service (TO2)

Possibility of remote parking along Wentworth at 142nd and 141st in church lot and vacant land . Bussing not necessary; however, block signal interlock and pedestrian crossing across 6 tracks would be needed. Approximately 1,500 feet from station along east side of track. Net gain of about 100 spaces.



METRA STATION CODE: 5182			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	GRAVEL	51	.50/12HRS RES .75/12HRS NRS
2	PAVED	293	.75/12HRS ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RELAX PARKING RESTRICTIONS
- RESTRIPE EXISTING LOT
- NEW OR EXPANDED LOT
- JOINT USE LOT
- REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

Metra ELECTRIC DISTRICT
MAIN LINE

IVANHOE,
144TH ST. STATION

MED, 147th

Restripe Existing Lots (TSM1)
Can convert 90° to angle parking in combined Lots 1 and 3 for a net gain of approximately 60 spaces.

Remove/Relax Parking Restrictions (TSM2)
Parking restrictions along west side Clinton from alley to 146th can be relaxed for gain of 20 spaces.

Oversell Permit Spaces (TSM3)
Lots are currently daily fee.

Change Parking Fee or Fee Structure (TSM4)
Limited opportunity to change fee structure since nearby stations have little excess capacity.

Shared Rides to Stations (TSM5)
Not feasible as surrounding stations have little excess capacity.

Encourage Alternate Station Use (TSM6)
Joint use potential at northwest corner alley and Clinton, 147th between Clinton and Jefferson, and northwest corner of Jefferson and 147th. Gain of less than 15 spaces in these 3 locations.

Expand Existing Lots (PF1)
Lots 1 and 3 can be expanded northward as shown on map for net gain of up to 500 spaces. Lot capacity can be expanded by removing existing building between Lots 1 and 3 for gain of about 100 spaces.

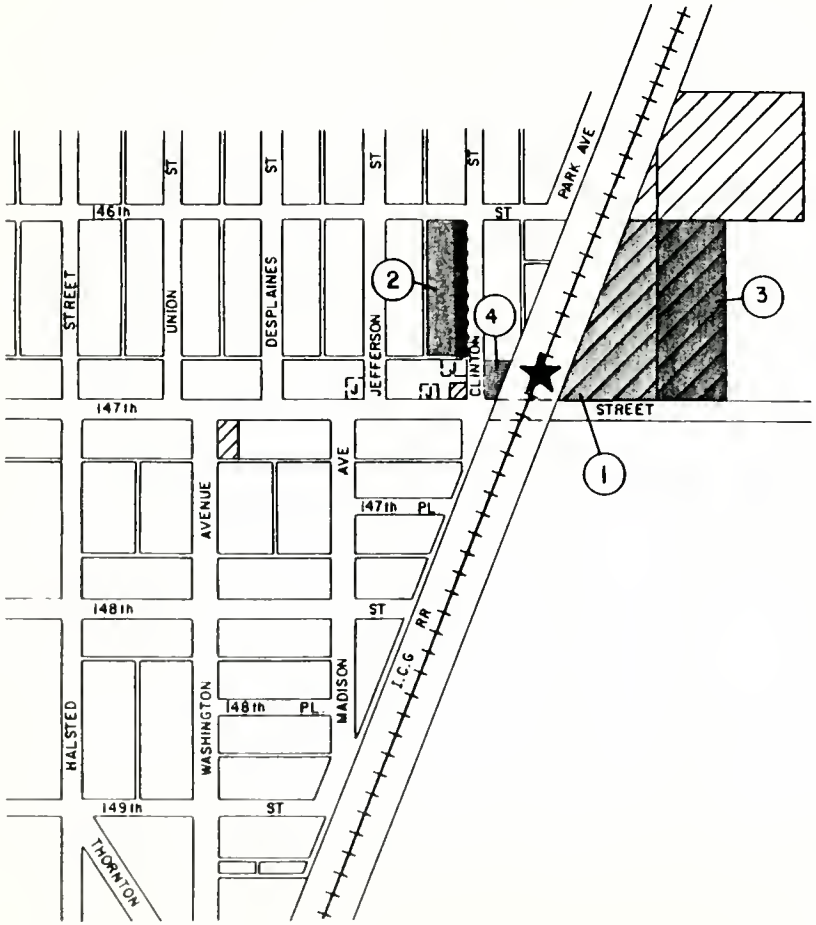
Construct New Commuter Lots (PF2)
Add lot at northwest corner of 147th and Clinton. Add lot at vacant gas station on southeast corner of Washington and 147th. Gain of about 60 spaces in these 2 locations.

Convert Existing Non-Commuter Lots (PF3)
Not feasible as no non-commuter lots exist in vicinity of station.

Feeder Bus Service (TO1)
Limited potential. PACE currently serves station with all day service.

Remove Parking Facilities with Shuttle Service (TO2)
Limited potential. Would require extensive testing and marketing.

METRA



METRA STATION CODE: 5190				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PARTPAV	263	.75/DAY	ALL
2	PAVED	98	.50/DAY	ALL
3	GRAVEL	339	.60/DAY .75/DAY	ALL ALL
4	PARTGRV	20	UNKNOWN	

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- ●●●●● RELAX PARKING RESTRICTIONS
- RESTRIPE EXISTING LOT
- NEW OR EXPANDED LOT
- [J] JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

Metra ELECTRIC DISTRICT
MAIN LINE

147TH ST. STATION

MED, HOMEWOOD

Restripe Existing Lots (TSM1)

Lots 1 and 2 can be restriped for capacity gain of approximately 50 spaces. No potential for design changes in Lots 3 and 5..

Remove/Relax Parking Restrictions (TSM2)

Limited potential. Surrounding area commercial and professional with limited off-street parking. Removal of restrictions is not feasible in this part of the community.

Oversell Permit Spaces (TSM3)

Some potential if Lots 1 and 2 converted to permit rather than daily fee. Lots are currently daily fee.

Change Parking Fee or Fee Structure (TSM4)

No potential.

Shared Rides to Stations (TSM5)

Limited potential and would require extensive marketing.

Encourage Alternate Station Use (TSM6)

Limited potential as surrounding stations have little excess parking capacity.

Locate Potential Joint Use Facilities (TSM7)

Possibly 100 additional spaces in 3 joint use lots as shown on map. These include Vincennes at Elm, Elm between Vincennes and Harwood, and Harwood at Olive.

Expand Existing Lots (PF1)

Current lots land locked. Capacity of Lot 5 may be increased by capital improvement or island removals.

Construct New Commuter Lots (PF2)

Possible expansion along both sides of Park Avenue as shown on map. Net gain of about 300 spaces in 3 locations. Fourth location on east side of Dixie Highway for gain of about 100 spaces.

Convert Existing Non-Commuter Lots (PF3)

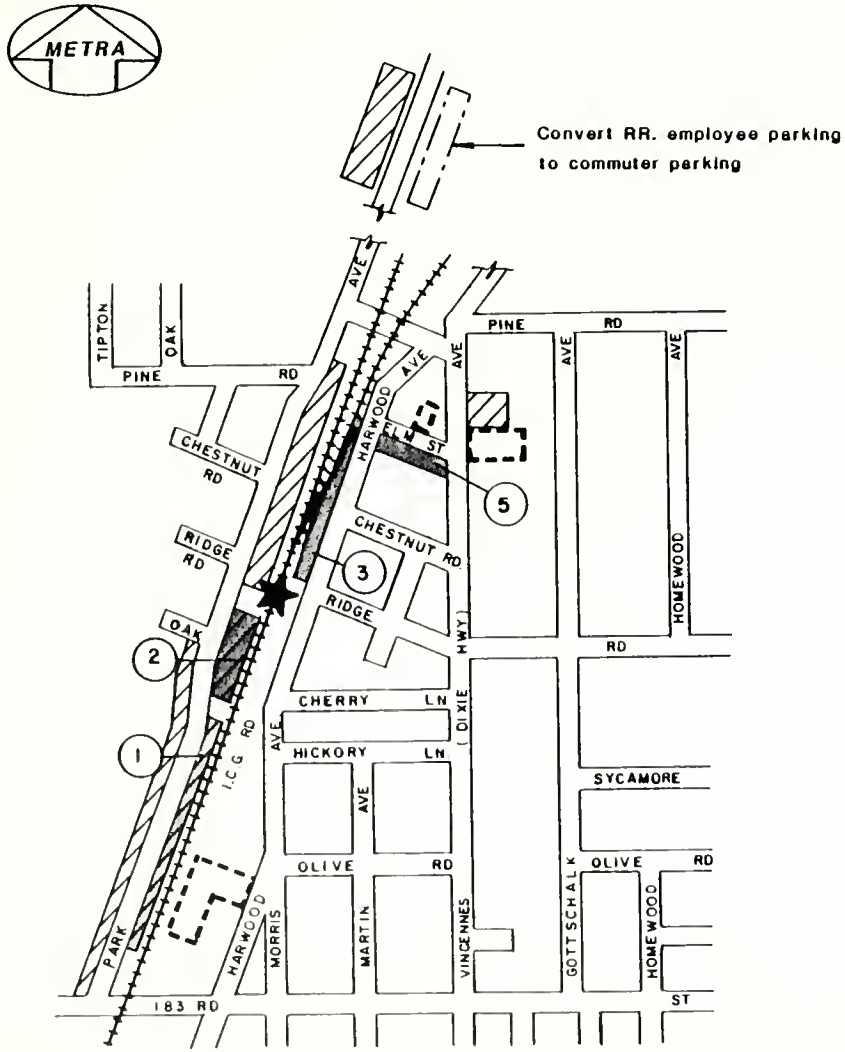
Decrease reserved Village employee parking in Lot 5 for gain of up to 10 spaces. May be possible to convert railroad employee lot north of Pine Street to commuter use for gain of 20 spaces.

Feeder Bus Service (TO1)

Station currently served by PACE all day service.

Remote Parking Facilities with Shuttle Service (TO2)

Expansion and joint use options will increase capacity to required need making remote lot unnecessary.



METRA STATION CODE: 5235			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PER100
1	PAVED	197	.75/12HRS ALL
2	PAVED	110	1./12HRS ALL
3	PAVED	113	1./12HRS ALL
5	PAVED	61	UNKNOWN

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- JOINT USE LOT
- NEW LOT
- CONVERTED LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

Metra ELECTRIC DISTRICT
MAIN LINE

HOMEWOOD STATION

MED, RICHTON PARK

Restripe Existing Lots (TSM1)

Parking design enhancements possible as follows: Lot 1 Restripe for compact car only, Lot 3 Restripe and narrow aisles, Lot 4 Restripe and narrow aisles, Lot 5 Restripe for compact car only, and Lot 6 Restripe for narrow compact car only. Net gain of approximately 80 spaces through these design changes.

Remove/Relax Parking Restrictions (TSM2)

No potential for relaxing parking restrictions in area surrounding station.

Oversell Permit Spaces (TSM3)

After implementing TSM1 this option will not be necessary.

Change Parking Fee or Fee Structure (TSM4)

Limited potential. TSM1 will provide needed capacity.

Shared Rides to Stations (TSM5)

Limited potential. TSM1 will provide needed capacity.

Locate Potential Joint Use Facilities (TSM7)

Joint use lots available on west side Governors Highway. These include the southwest corner adjacent to vacant store for gain of approximately 100 spaces and partial commuter use of Eagle Foods lot for gain of 50 spaces.

Expand Existing Lots (PF1)

Lots currently land locked except for Lot 5 which may be expanded northward for gain of 10-20 spaces.

Construct New Commuter Lots (PF2)

New lot potential as shown on map. Net gain of up to 680 spaces in 4 locations.

Convert Existing Non-Commuter Lots (PF3)

Limited potential as options TSM1 and TSM7 will provide needed capacity.

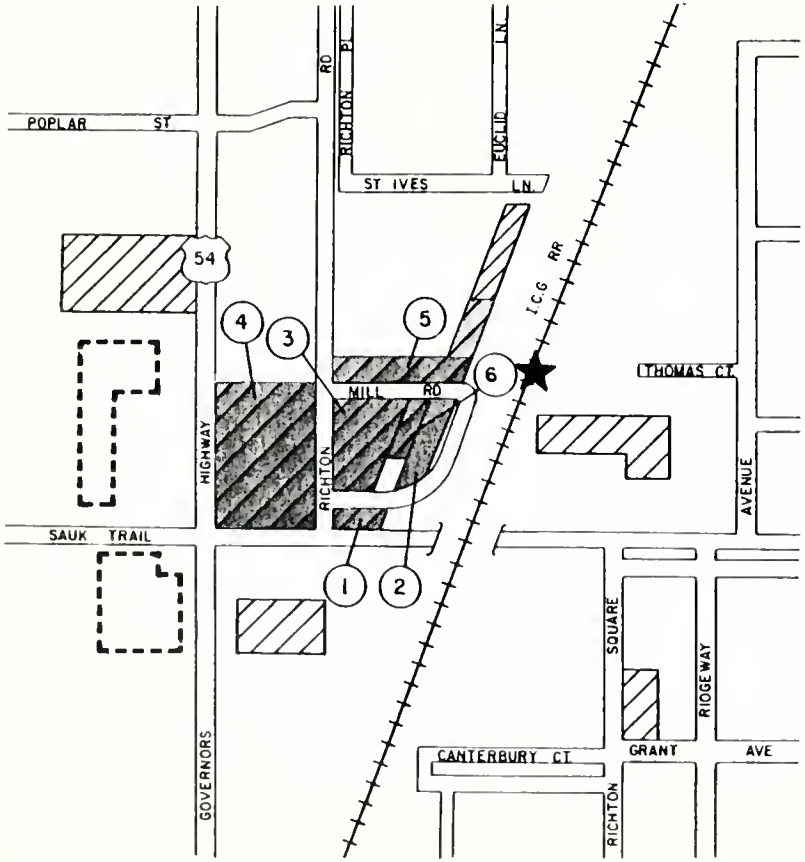
Feeder Bus Service (TO1)

Limited potential as options TSM1, TSM7 and PF2 will provide needed capacity. Current PACE service.

Remote Parking Facilities with Shuttle Service (TO2)

Limited potential as options TSM1, TSM7 and PF2 will provide needed capacity.

METRA



METRA STATION CODE: 5293				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	91	16.50/MO	ALL
2	PAVED	13	49.50/Q	ALL
3	PAVED	186	16.50/MO	ALL
4	PAVED	321	.75/DAY	ALL
5	PAVED	100	49.50/Q	ALL
6	PAVED	9	49.50/Q	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

RESTRIPE EXISTING LOT

JOINT USE LOT

NEW LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

Metra ELECTRIC DISTRICT
MAIN LINE

RICHTON PARK STATION

RID, MOKENA

Restripe Existing Lots (TSM1)
Little opportunity for design changes without major island and entrance rework.

Remove/Relax Parking Restrictions (TSM2)
Relaxation of parking restrictions along south side of Front Street would yield 18 additional spaces.

Oversell Permit Spaces (TSM3)
Permit overselling is already being done at this station.

Change Parking Fee or Fee Structure (TSM4)
All lots in close proximity to station and charge similar fees. No opportunity to reallocate demand among lots.

Shared Rides to Stations (TSM5)
Limited potential, requires marketing test for feasibility.

Encourage Alternate Station Use (TSM6)
Alternative stations have little excess capacity. Opportunity to shift demand to other stations is limited.

Locate Potential Joint Use Facilities (TSM7)
Joint use potential at 2 locations. Public school on Second Street could provide up to 50 spaces. St. Johns Church at Second and Union Streets could provide up to 40 spaces.

Expand Existing Lots (PF1)
No opportunity to expand existing lots.

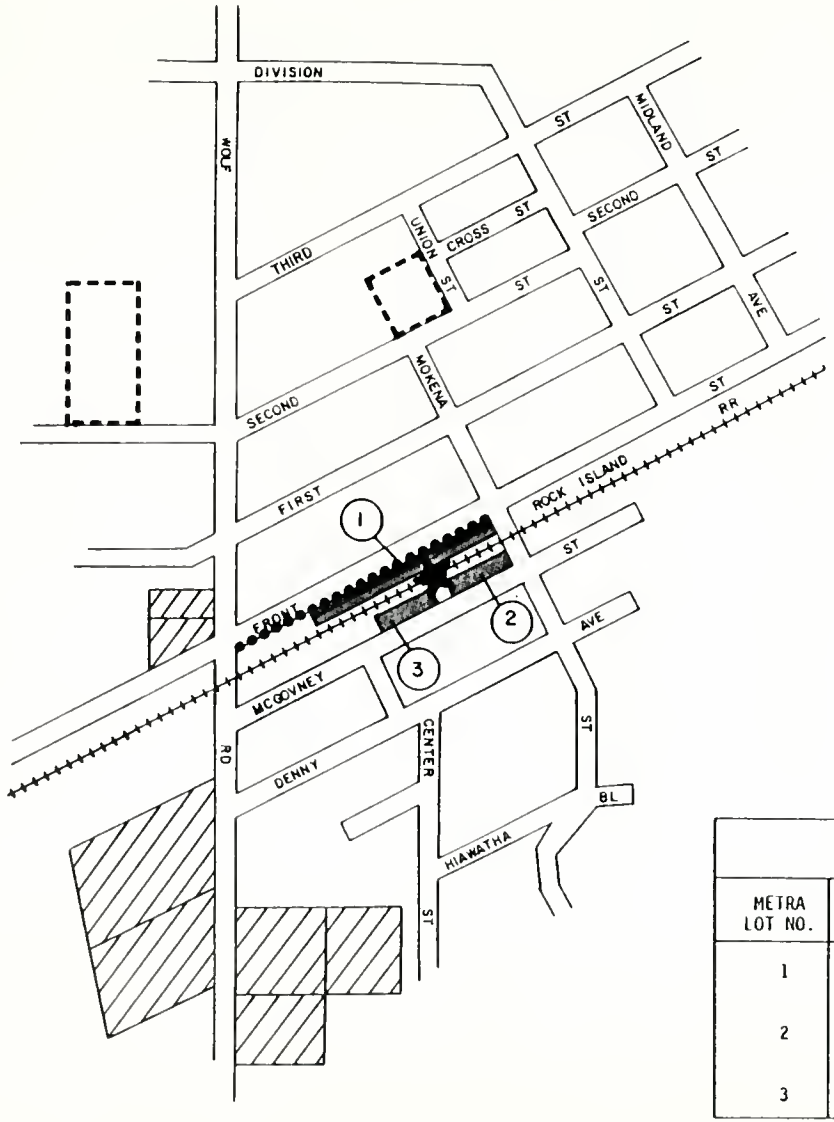
Construct New Commuter Lots (PF2)
Significant ability to construct new lots as shown on map. Approximately 900 new spaces could be provided at 7 locations along Wolf Road within reasonable proximity to station.

Convert Existing Non-Commuter Lots (PF3)
Potential to convert parking at abandoned foundry and restaurant on Wolf Road to commuter use for gain of 100 spaces.

Feeder Bus Service (TO1)
Option not necessary.

Remote Parking Facilities with Shuttle Service (TO2)
Option not needed if others pursued. Potential remote lot at Village Hall on Carpenter Street approximately 3/4 mile northeast of station could provide about 50 spaces.

METRA



3/4 Mile Northwest of station at Village Hall

METRA STATION CODE: 6296				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	127	1./DAY 14./MO	ALL ALL
2	PAVED	34	1./DAY 14./MO	ALL ALL
3	GRAVEL	31	14./MO	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RELAX PARKING RESTRICTIONS
- NEW LOT
- JOINT USE LOT
- REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

ROCK ISLAND DISTRICT
MAIN LINE

MOKENA STATION

RID-B, 103rd

Restripe Existing Lots (TSM1)

Lots 1, 2, 3, 4 are long linear lots. Lot 2 is perpendicular parking, paved and marked. Others are parallel parking and gravel (poor condition). Little opportunity to increase capacity by design changes.

Remove/Relax Parking Restrictions (TSM2)

Nearly all available on-street parking currently used by commuters. The few restricted streets in the vicinity of the station are needed for several large apartment buildings in the area. No opportunity to gain capacity by removing restrictions.

Oversell Permit Spaces (TSM3)

Not applicable, no permit spaces.

Change Parking Fee or Fee Structure (TSM4)

All spaces are free. Some potential to institute fees to shift commuters to alternative stations with available capacity or room for expansion such as 115th Street.

Shared Rides to Stations (TSM5)

Limited applicability since surrounding area predominantly single family residences and density is relatively low.

Encourage Alternate Station Use (TSM6)

Capacity situation similar at other RID-B stations. To be feasible option would require construction of additional lots at alternative stations and institution of parking fees at stations where space for new lots is not available.

Locate Potential Joint Use Facilities (TSM7)

Joint use opportunity at St. Barnabas Church at 101st Place and Longwood Drive. Net gain of approximately 60 spaces.

Expand Existing Lots (PF1)

No expansion potential at existing lots.

Construct New Commuter Lots (PF2)

No acceptable new vacant land area within reasonable distance of station.

Convert Existing Non-Commuter Lots (PF3)

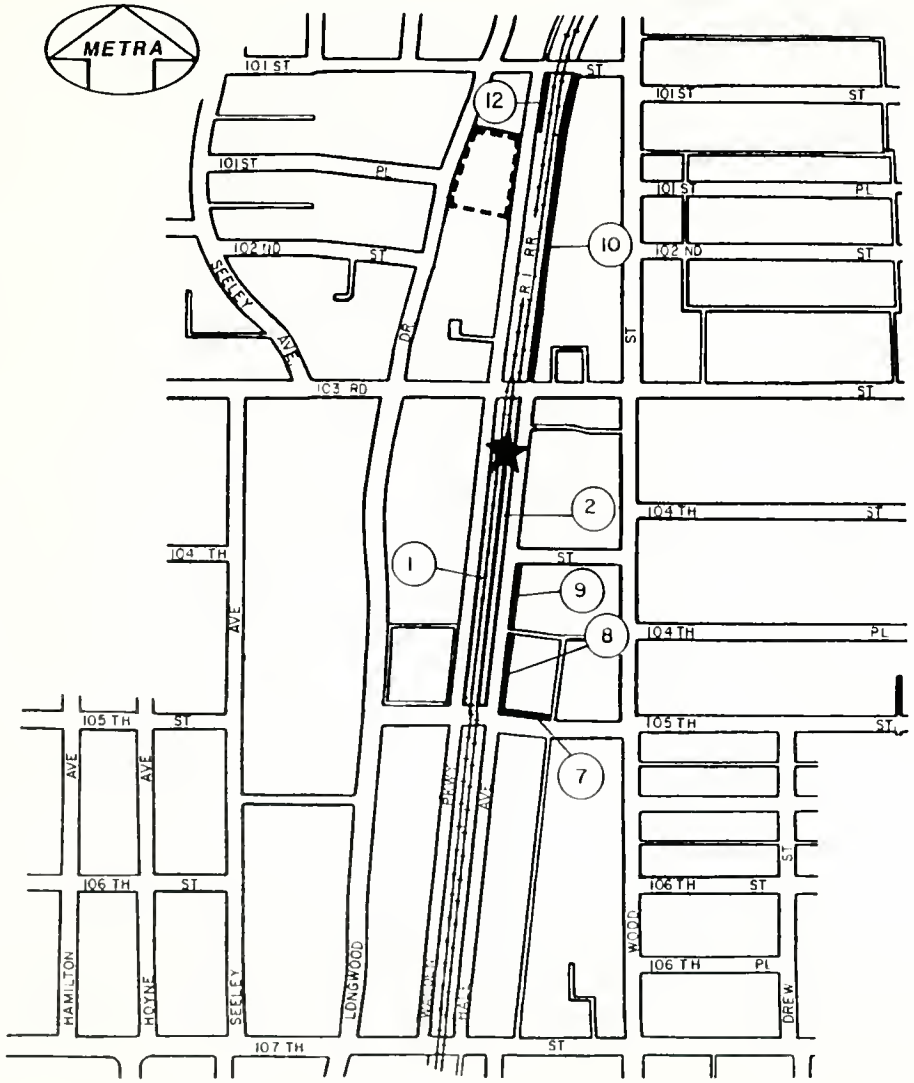
No potential.

Feeder Bus Service (TO1)

Little potential.

Remote Parking Facilities with Shuttle Service (TO2)

Little potential.



METRA STATION CODE: 7128			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	PAVED	90	FREE
2	PARTGRV	56	FREE
7	PAVED	13	FREE
8	PAVED	15	FREE
9	PAVED	12	FREE
10	GRAVEL	132	FREE
12	UNIMP	24	FREE

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

JOINT USE LOT

250' 0 500' 1000'

APPROXIMATE SCALE IN FEET

Date: MAY 1987

ROCK ISLAND DISTRICT
BEVERLY BRANCH

103RD ST. STATION

NWR, OAK LAWN

Restripe Existing Lots (TSM1)

Lots 1, 2, 3 appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Some potential for limited capacity increase by switch to compact stalls in Lots 1 and 2. 20% of stalls could be made compact stalls with approximate 10-15% gain in number of stalls or net gain of about 30 spaces. No opportunity for design improvements at Lot 4.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in vicinity of the station. Opportunities for relaxing restrictions exist as shown on map for a net gain of approximately 50 spaces.

Oversell Permit Spaces (TSM3)

Limited opportunity to oversell permits since only 60 spaces are available by permits. All were used on each survey date.

Change Parking Fee or Fee Structure (TSM4)

Some opportunity to alter parking fees, but limited number of alternative stations on NWR may have negative impact on rail ridership.

Shared Rides to Stations (TSM5)

Limited potential. Requires major marketing test. Past experience with Oak Lawn shared ride promotion not promising.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use as shown on map. Net gain of approximately 65 spaces at 2 locations.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots. No expansion potential at existing lots.

Construct New Commuter Lots (PF2)

See map for new lot locations available within reasonable walking distance of station. Net gain of approximately 70 spaces in 4 locations.

Convert Existing Non-Commuter Lots (PF3)

No large non-commuter lots are available in vicinity of station.

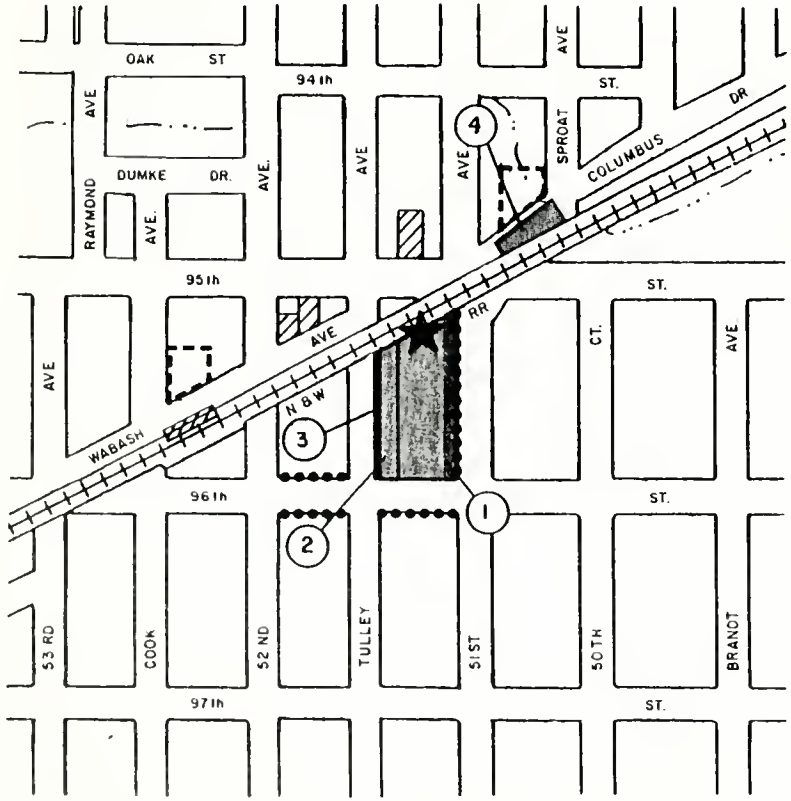
Feeder Bus Service (TO1)

Feeder services potential limited. Area already reasonably well served by PACE full day transit services along 95th Street.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots are not needed if other options are pursued.

METRA



METRA STATION CODE: 8152			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	PAVED	316	.50/DAY ALL
2	PAVED	36	10./MO ALL
3	PAVED	24	10./MO ALL
4	PAVED	28	10./MO ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

●●●●● RELAX PARKING RESTRICTIONS

NEW LOT

JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

NORFOLK AND WESTERN

OAK LAWN STATION

BNR, BERWYN

Restripe Existing Lots (TSM1)

Lots 1 through 6 appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in the vicinity of the station. This parking is provided for residential and commercial buildings. No opportunity to gain capacity by relaxing restrictions.

Oversell Permit Spaces (TSM3)

Limited opportunity to oversell permits. Permitted spaces appear fully utilized.

Change Parking Fee or Fee Structure (TSM4)

No advantage to alter parking fees. Very close proximity to the Lavergne and Harlem stations.

Shared Rides to Stations (TSM5)

Unknown potential - requires marketing survey.

Encourage Alternate Station Use (TSM6)

No advantage to encourage alternate station use since little excess capacity exists at the nearby Lavergne and Harlem stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use as shown on map. Net gain of approximately 77 spaces at 2 locations at East Avenue and 33rd Street and on Grove south of Windsor. These lots currently consist of 2 hour parking and municipal permit parking.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots. Limited expansion potential at existing lots. There is a potential for adding 30 additional spaces by converting land that is presently landscaped into parking areas. These landscaped areas are found at the end of each street that does not cross the railroad tracks, i.e., Clinton, Kenilworth, Euclid, Wesley, and Clarence.

Construct New Commuter Lots (PF2)

No vacant land exists. This is a very old community consisting of single/double family homes, apartment, and commercial institutions. No opportunity for new lot construction in vicinity of station.

Convert Existing Non-Commuter Lots (PF3)

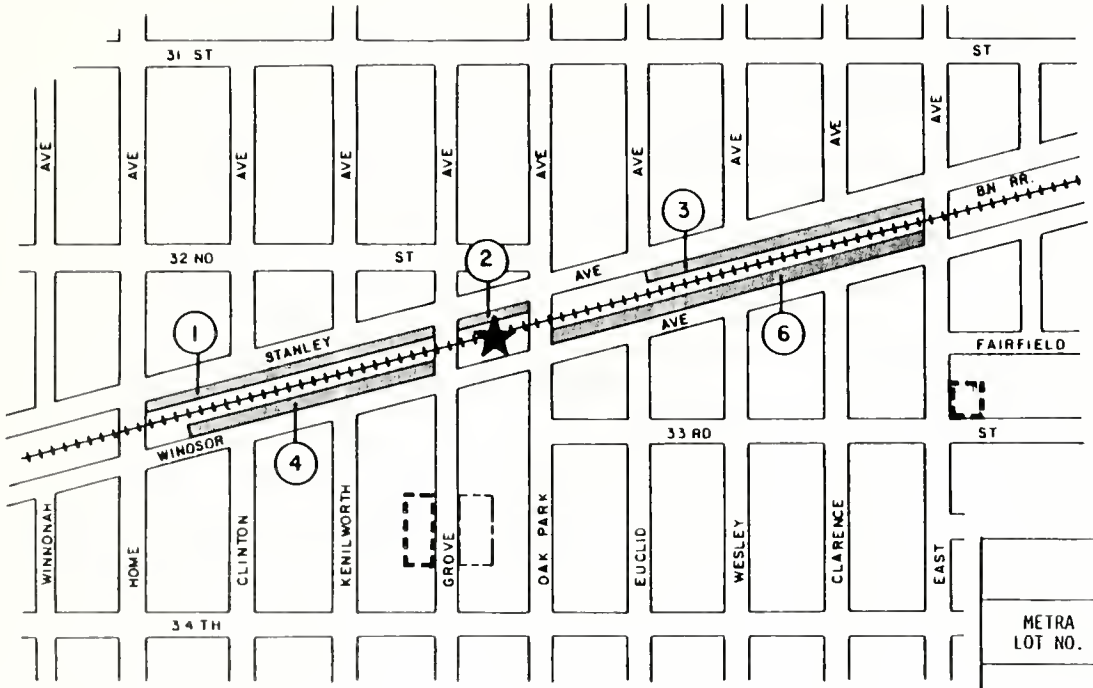
Opportunity for conversion of two non-commuter lots as shown on map (see TSM7). Potential gain of 70 spaces at municipal lot on Grove Avenue.

Feeder Bus Service (TO1)

Area currently served by PACE (Route 311 Oak Park). Opportunities for feeder bus service require marketing survey.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots are not needed if other options are pursued.



METRA STATION CODE: 10096			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	PAVED	76	.25/7HRS ALL 30./Q ALL
2	PAVED	15	.05/30MIN ALL
3	PAVED	89	.25/7HRS ALL 30./Q ALL
4	PAVED	70	.25/7HRS ALL
6	PAVED	98	.25/7HRS ALL 30./Q ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

JOINT USE LOT

CONVERT EXISTING LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

BERWYN STATION

BNR, LAGRANGE ROAD

Restripe Existing Lots (TSM1)

With the exception of Lot 3, all lots appear to be well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Lot 3 is a gravel, unimproved lot with patrons parking in a generally random fashion. This lot could be improved to accommodate an additional 5 cars.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in the vicinity of the station. This parking is provided for commercial and retail facilities. No opportunity to gain capacity by relaxing restrictions.

Oversell Permit Spaces (TSM3)

Although the city already oversells permits, it appears that they could increase the percentage of those oversold. Overselling by an additional 5% could provide an added 40 spaces capacity.

Change Parking Fee or Fee Structure (TSM4)

There does not appear to be an advantage in altering parking fees to redistribute commuters to nearby stations. Some potential to convert Lot 9 to permits to discourage non-commuter use for gain of 5 spaces.

Shared Rides to Stations (TSM5)

Unknown potential - requires marketing survey.

Encourage Alternate Station Use (TSM6)

This option is not attractive considering the opportunities available with the other options.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use as shown on map including southwest corner of Burlington and Ashland, northwest corner of Hillgrove and Ashland, northeast corner of LaGrange and Cossitt, LaGrange south of Ogden, and southeast corner of Ogden and Beacon. Net gain of approximately 80 spaces at 5 locations. These lots southwest corner of Burlington and Ashland are currently used by LaGrange businesses only. Only approximately 40% of capacity of this lot was utilized on 7/29. Commuters are occasionally sold permits for this location.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots.

Construct New Commuter Lots (PF2)

No vacant land exists within close proximity of the station. This area is geared toward commercial and retail activity including a pedestrian mall within the block encompassing Burlington, LaGrange, Harris, and Ashland Avenues. No opportunity for new commuter lot construction.

Convert Existing Non-Commuter Lots (PF3)

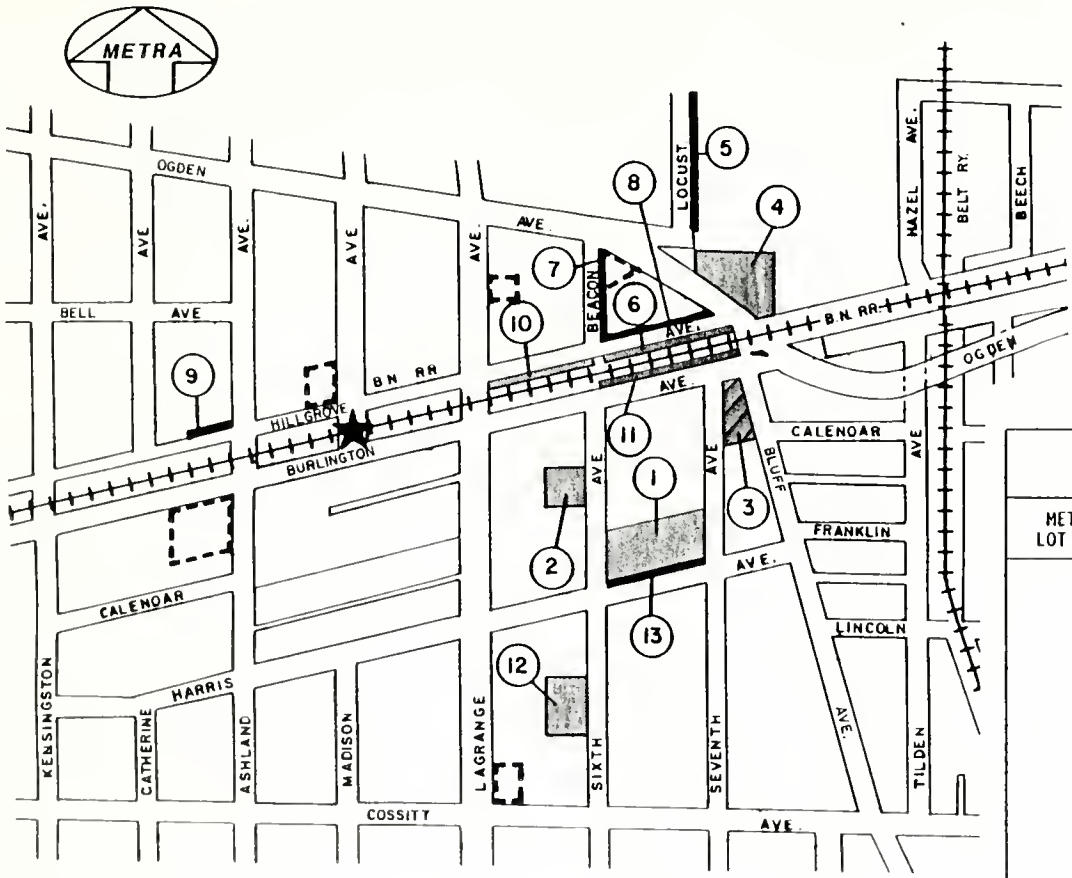
Limited opportunity may exist for this option, however, additional investigation would be required to determine the turnover rate of patrons using nearby shopper parking lots.

Feeder Bus Service (TO1)

This area is currently served by PACE routes 302/304 and 330.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots are not needed if other options are pursued and prove workable. If not, additional investigation should be conducted to determine commuter origin locations for the purpose of identifying an area for consideration as a remote location.



METRA STATION CODE: 10138

METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	106	25./MO	ALL
2	PAVED	37	30./MO	ALL
3	GRAVEL	32	20./MO	ALL
4	PAVED	46	5./MO	ALL
5	PAVED	28	5./MO	ALL
6	PAVED	34	20./MO	ALL
7	PAVED	27	20./MO	ALL
8	PAVED	25	20./MO	ALL
9	PAVED	20	25./MO	ALL
10	PAVED	45	.25/2.5HRS	ALL
11	PAVED	44	1./10HRS	ALL
12	PAVED	83	60./Q	ALL
13	PAVED	11	20./MO	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

RESTRIPE EXISTING LOT

JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

LAGRANGE RD. STATION

BNR, WESTERN SPRINGS

Restripe Existing Lots (TSM1)

Opportunity to restripe Lots 1, 2, and 3. Total gain of 24 spaces in these lots.

Remove/Relax Parking Restrictions (TSM2)

Some potential to relax restrictions in the following areas: south side of Hillgrove Grand to Lawn, south side of Hillgrove from Lawn to Wolf, north side of Hillgrove from Lawn to Grand, south side of Hillgrove from Franklin to Howard, north side of Hillgrove from Johnson to Franklin, north side of Hillgrove from Franklin to Howard, and north side of Burlington from Lawn to Wolf. Potential gain of up to 180 spaces at these 7 locations.

Oversell Permit Spaces (TSM3)

All lots daily fee.

Change Parking Fee or Fee Structure (TSM4)

Limited potential at this time. If remote and joint use lots added, then possibility that restructuring prices to encourage use of remote lots would provide additional capacity.

Shared Rides to Stations (TSM5)

Potential for shared ride exists. However, will require marketing.

Encourage Alternate Station Use (TSM6)

Limited potential as surrounding stations do not have excess capacity.

Locate Potential Joint Use Facilities (TSM7)

Joint use facilities are feasible as shown on map. Park Facility on Central can provide 30 spaces, swimming pool on Prospect can provide 50 spaces, and Fire Department on Wolf can provide 10 spaces. Total potential of 90 additional spaces at 3 locations.

Expand Existing Lots (PF1)

Potential to expand Lot 1 westward 1,000 feet for gain of 100 spaces, Lot 2 westward 1,000 feet for gain of 100 spaces, and Lot 3 westward 1,500 feet for gain of 160 spaces. Expansion could provide 360 additional spaces in these 3 lots.

Construct New Commuter Lots (PF2)

Area in vicinity of station land locked by residential community. No opportunity for new lot construction.

Convert Existing Non-Commuter Lots (PF3)

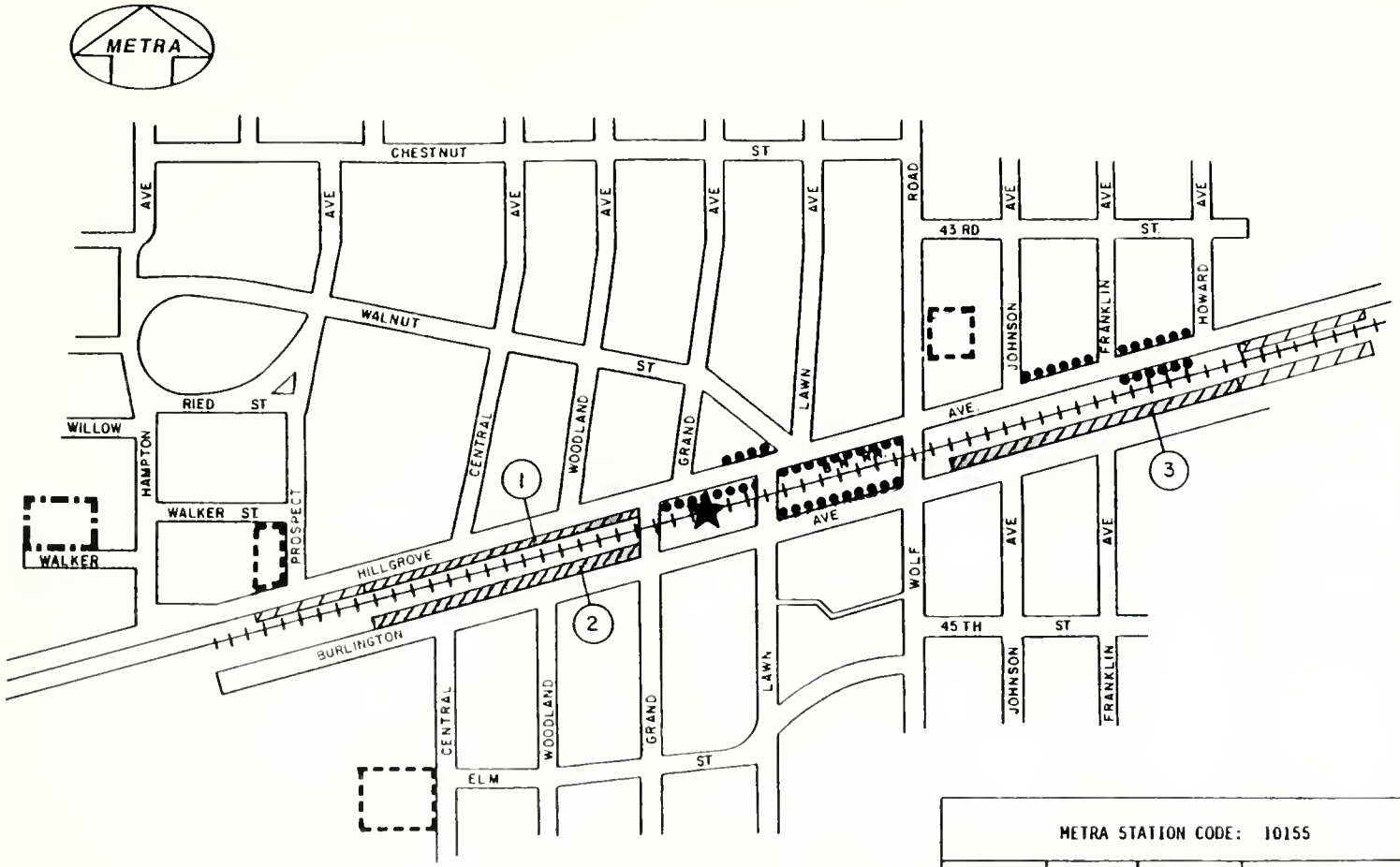
Limited potential for conversion of existing lots.

Feeder Bus Service (TO1)

Current PACE service. Study required on feasibility of feeder service.

Remote Parking Facilities with Shuttle Service (TO2)

Limited possibility as no land in immediate area (1 mile ±) is currently available for exclusive commuter use. Possible joint use with Willow Spring Theatre at Hammond and Walker Streets could provide 152 additional spaces as remote lot.



METRA STATION CODE: 10155				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	84	.75/DAY	ALL
2	PAVED	96	.75/DAY	ALL
3	PAVED	103	.75/DAY	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RELAX PARKING RESTRICTIONS
- JOINT USE LOT
- RESTRIPE EXISTING LOT
- NEW OR EXPANDED LOT
- REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

WESTERN SPRINGS STATION

BNR, HINSDALE

Restripe Existing Lots (TSM1)

All lots appear to be well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

Some potential to relax parking restrictions along the north side of Maple Avenue from Grant to Park, along the east side of Park north of Maple, and along the east side of Grant and Lincoln south of Maple. Net gain of up to 150 spaces.

Oversell Permit Spaces (TSM3)

Although the city already oversells permits, it appears that they could increase the percentage of those oversold. Overselling by additional 5% could gain 50 spaces.

Change Parking Fee or Fee Structure (TSM4)

There may be opportunity to provide parking along the north side of Hinsdale Avenue between Clay and Stough Avenues. This would provide an additional 40 parking spaces and may encourage use of the West Hinsdale station.

Shared Rides to Stations (TSM5)

Unknown potential - requires marketing survey.

Encourage Alternate Station Use (TSM6)

Provided that the TSM4 option proved workable, the West Hinsdale station could be a good alternative to the Hinsdale station. There appears to be a limited amount of excess parking capacity at the West Hinsdale station, specifically in Lot 4 which is a gravel lot.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use as shown on map including Garfield at Third and First at Blaine. Net gain of approximately 20 spaces at these two locations. The land use immediately surrounding the station is primarily retail creating a strong demand for short-term parking and therefore limited opportunity for joint use.

Expand Existing Lots (PF1)

No vacant or underused land around all existing lots except Lot 6. Possible gain of an additional 40 spaces by expanding Lot 6 westward along the north side of Hinsdale Avenue.

Construct New Commuter Lots (PF2)

No vacant land available in vicinity of station. This area comprised of single family dwellings and commercial and retail facilities. No opportunity to construct new commuter parking lots (see PF1).

Convert Existing Non-Commuter Lots (PF3)

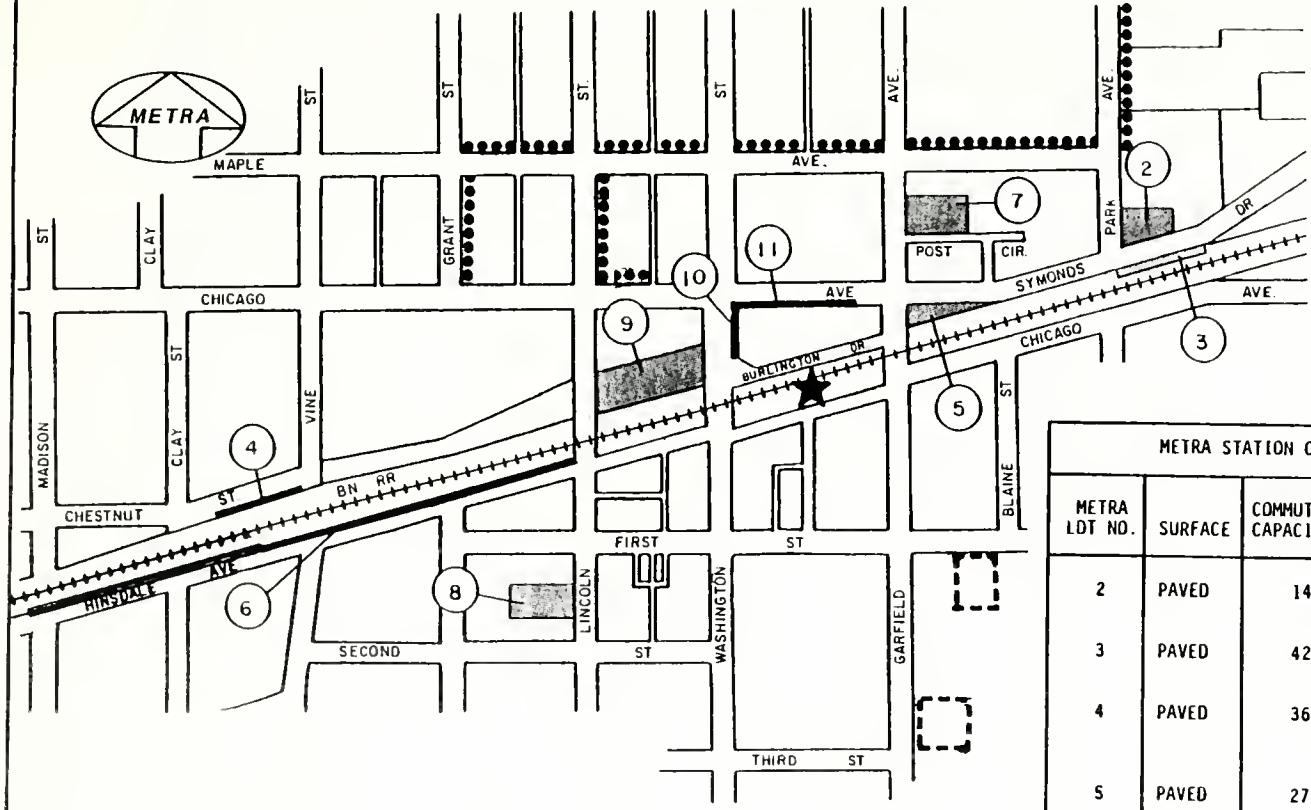
All non-commuter lots are close to capacity providing little opportunity for conversion to commuter use.

Feeder Bus Service (TO1)

This option would require additional investigation to determine commuter origin points and clustering characteristics.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots not needed if other options are pursued and prove workable. If not, additional investigation should be conducted to determine commuter origin locations for the purpose of identifying an appropriate area for location of remote lots.



METRA STATION CODE: 10169				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
2	PAVED	14	40./Q 49./Q	RES NRS
3	PAVED	42	40./Q 49./Q	RES NRS
4	PAVED	36	.25/4HRS 40./Q 49./Q	ALL RES NRS
5	PAVED	27	40./Q 49./Q	RES NRS
6	PAVED	55	1./12HRS 40./Q 49./Q	ALL RES NRS
7	PAVED	30	46./Q 58./Q	RES NRS
8	PAVED	20	.75/9HRS	ALL
9	PAVED	52	46./Q 58./Q	RES NRS
10	PAVED	13	.75/DAY	ALL
11	PAVED	13	46./Q 58./Q	RES NRS

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

●●●● RELAX PARKING RESTRICTIONS

JOINT USE LOT

NEW OR EXPANDED LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

HINSDALE STATION

BNR, CLARENDON HILLS

Restripe Existing Lots (TSM1)

All lots appear to be well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in the vicinity of the station. Opportunities for relaxing restrictions exist along Prospect Avenue south of Norfolk as shown on map for a net gain of approximately 33 spaces.

Oversell Permit Spaces (TSM3)

Opportunity may exist to oversell permits particularly in Lot 2. Overselling permits by 10%-15% could provide up to 60 spaces of capacity.

Change Parking Fee or Fee Structure (TSM4)

There does not appear to be an advantage in altering parking fees.

Shared Rides to Stations (TSM5)

Unknown potential - requires marketing survey.

Encourage Alternate Station Use (TSM6)

No advantage to encourage alternative station use because of close proximity to Hinsdale and West Hinsdale stations. Excess parking capacity limited at these stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use as shown on map at the Community Presbyterian Church at the southeast corner of Norfolk and Prospect. Net gain of approximately 45 spaces at this location.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots. No expansion potential at existing lots.

Construct New Commuter Lots (PF2)

No vacant land exists in vicinity of station. This general area comprised of single family homes, commercial, and retail facilities. No opportunity to construct new commuter lots.

Convert Existing Non-Commuter Lots (PF3)

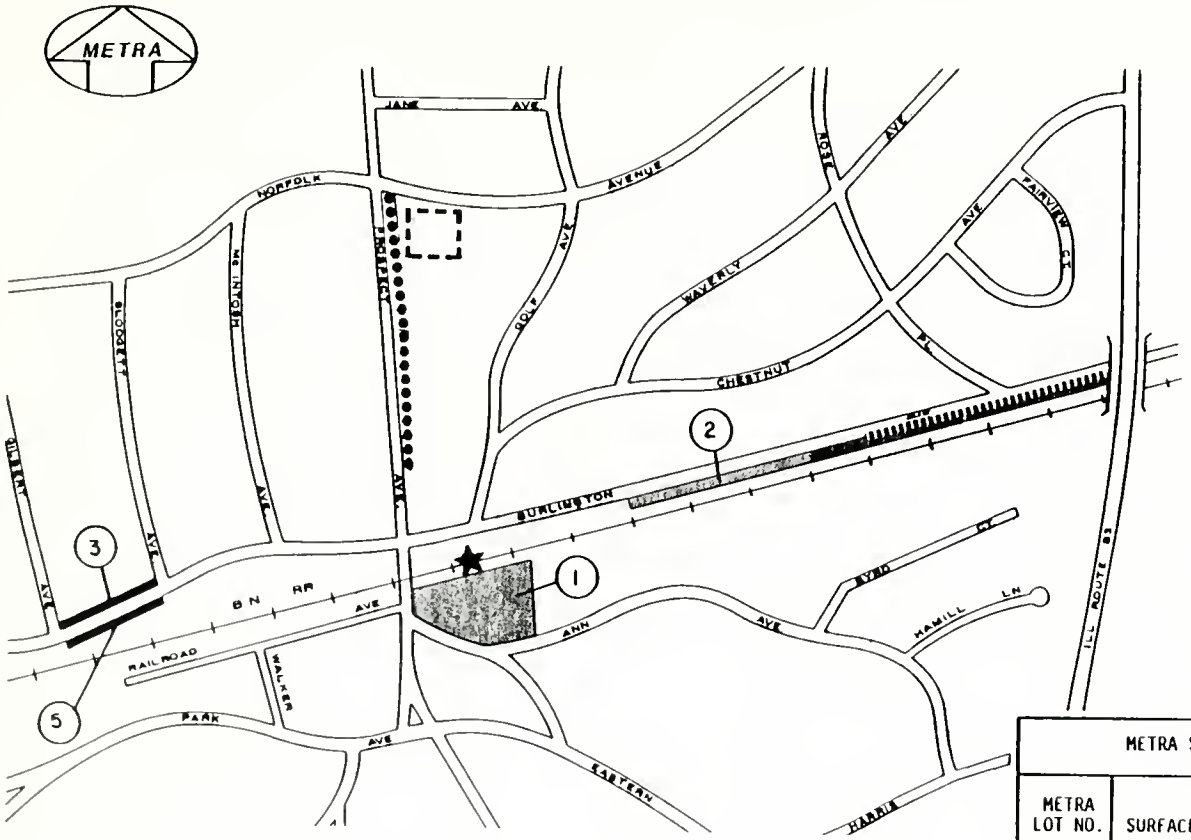
Non-commuter lots were at approximately 95% capacity, no opportunity to convert to commuter use.

Feeder Bus Service (TO1)

This option would require additional investigation to determine commuter origin points and clustering characteristics. Recommend marketing survey.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots not needed if other options are pursued and prove workable. If not, additional investigation should be conducted to determine commuter origin locations for the purpose of identifying an area for location of remote lots.



METRA STATION CODE: 10183				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	110	50./Q	ALL
2	PAVED	149	.25/1.5HRS 50./Q	ALL ALL
3	PAVED	16	50./Q	ALL
5	PAVED	6	50./Q	ALL
6	PAVED	26	50./Q	ALL

Metra

SYSTEMWIDE INVENTORY OF COMPUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- OVERSELL PERMITS
- RELAX PARKING RESTRICTIONS
- JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

CLARENDON HILLS STATION

BNR, WESTMONT

Restripe Existing Lots (TSM1)

All lots appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in the vicinity of the station. Short-term parking is provided for commercial and retail activities and for Village Hall which is located on the south side of the tracks.

An opportunity to relax restrictions is available for on-street parking on Linden Avenue between Quincy and Richmond Streets for net gain of 60 spaces as shown on map.

Oversell Permit Spaces (TSM3)

Implementation of this option would require the city to sell permits by lot only and not by specified assigned parking stalls. Overselling permits by 10%-15% could provide net gain of up to 40 spaces particularly in Lots 3 and 4.

Change Parking Fee or Fee Structure (TSM4)

There does not appear to be an advantage in altering parking fees at this station.

Shared Rides to Stations (TSM5)

Marketing survey required to evaluate potential.

Encourage Alternate Station Use (TSM6)

Limited potential to encourage alternate station use as adjacent stations have little excess capacity.

Locate Potential Joint Use Facilities (TSM7)

No opportunity for joint use within close proximity of the station.

Expand Existing Lots (PF1)

No opportunity to expand existing lots.

Construct New Commuter Lots (PF2)

No locations for new lots were identified.

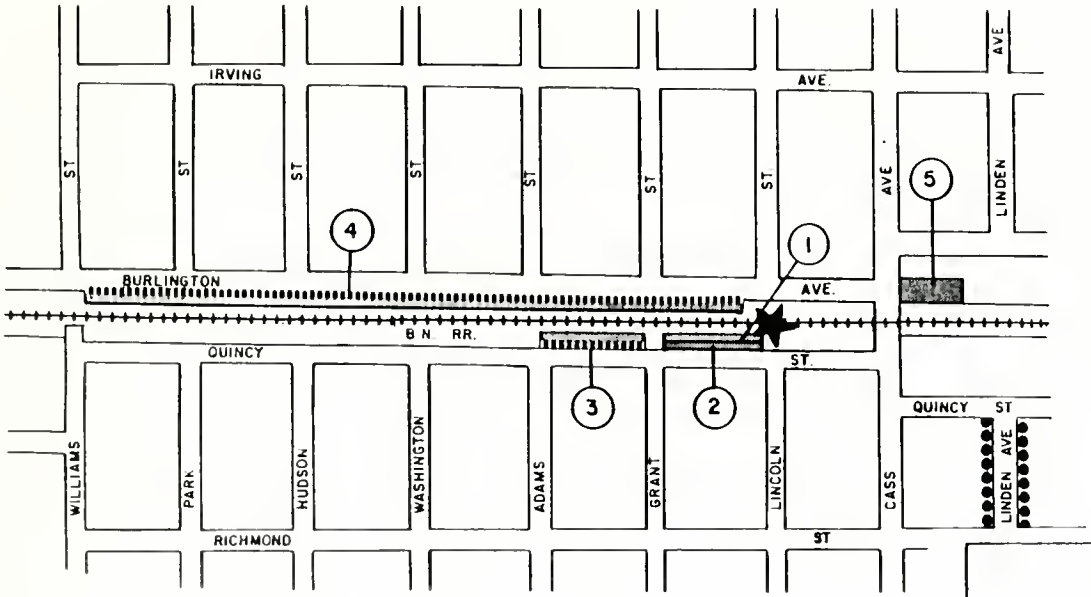
Feeder Bus Service (TO1)

This option would require additional investigation to determine commuter origin points and concentrations and to assess feasibility of feeder bus service and to design routes.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots not needed if other options are pursued and prove workable. If not, additional investigation should be conducted to determine commuter origin locations for the purpose of identifying an area for location of remote lots.

METRA



METRA STATION CODE: 10195				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	49	.25/4HRS	ALL
2	PAVED	17	.25/4HRS	ALL
3	PAVED	100	45./Q	ALL
4	PAVED	200	.25/4HRS 45./Q	ALL ALL
5	PAVED	15	45./Q	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

●●●● RELAX PARKING RESTRICTIONS

▪▪▪▪▪▪▪ OVERSELL PERMITS

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

WESTMONT STATION

BNR, DOWNERS GROVE - MAIN STREET

Restripe Existing Lots (TSM1)

All lots appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in the vicinity of the station. This parking is provided for residential, commercial, and retail activities. Potential to relax the 4 hour limit restriction on the west side of Saratoga Avenue north of Warren Avenue for a gain of 20 spaces.

Oversell Permit Spaces (TSM3)

City already oversells permits, though appears opportunity to increase the percentage of overselling exists. Increase overselling by 5% could gain up to 50 spaces.

Change Parking Fee or Fee Structure (TSM4)

There does not appear to be an advantage in altering parking fees.

Shared Rides to Stations (TSM5)

Unknown potential - requires marketing survey.

Encourage Alternate Station Use (TSM6)

Limited potential to reallocate demand to other stations as little excess capacity exists at nearby stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use as shown on map including Grove west of Main and Washington at Maple. Net gain of approximately 93 spaces at these 2 locations.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots. No potential to expand existing lots.

Construct New Commuter Lots (PF2)

Possible location for new commuter lot at Rogers and Bryant as shown on map. This location is currently vacant and would be in close proximity to the station. Approximately 34 spaces could be developed.

An additional location, that would require further study, is located in the block bounded by Burlington, Main, Curtiss, and Washington Streets. This location currently provides 128 spaces for shoppers and other commercial users. May provide opportunity to develop a parking garage for gain of 120 or more spaces.

Convert Existing Non-Commuter Lots (PF3)

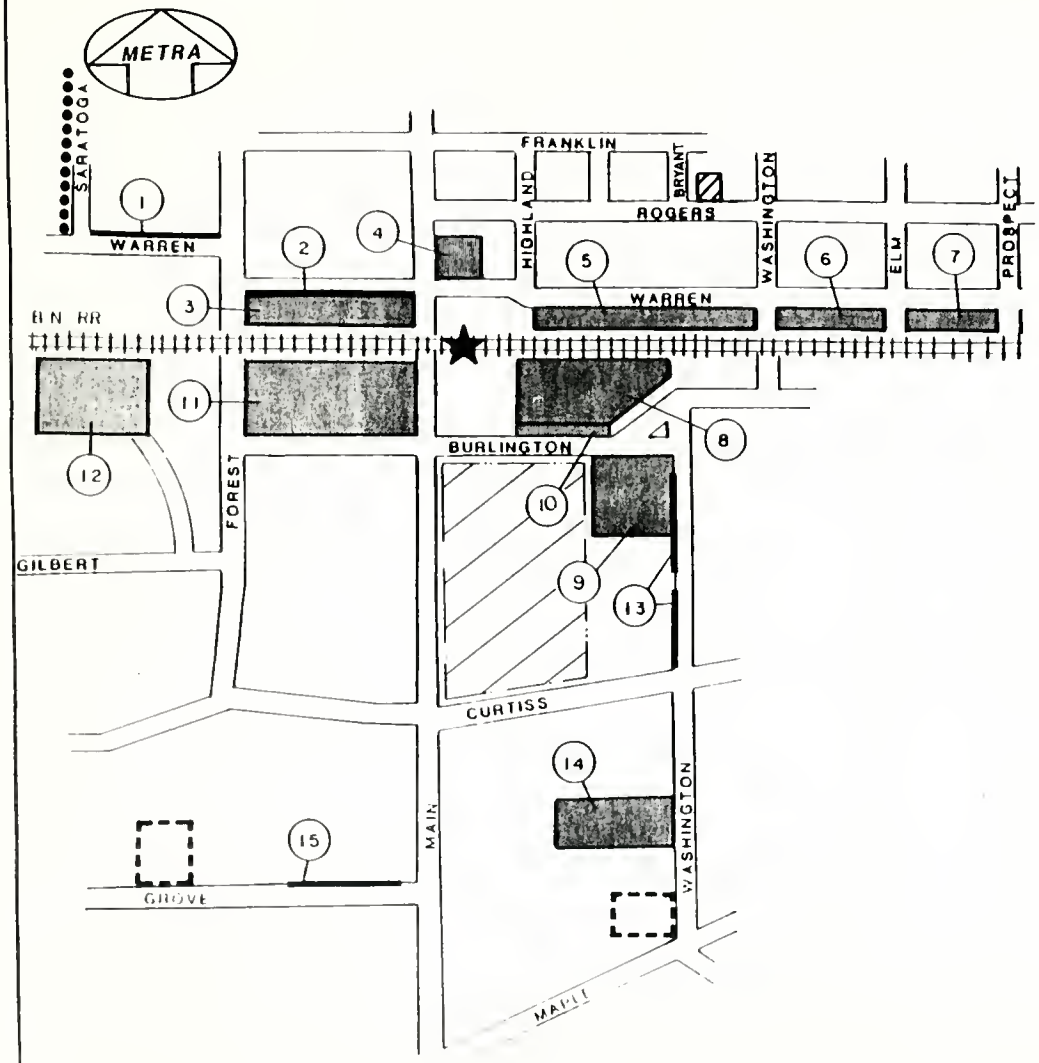
The non-commuter lots were fully utilized. No opportunity to convert to commuter use.

Feeder Bus Service (TO1)

This option would require additional investigation to determine commuter origin points and clustering characteristics.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots not needed if other options are pursued and prove workable. If not, additional investigation should be conducted to determine commuter origin locations for the purpose of identifying an area for location of remote lots.



METRA STATION CODE: 10212				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	5	.25/4HRS	ALL
2	PAVED	11	.25/1.5HRS	ALL
3	PAVED	36	42./Q	ALL
4	PAVED	37	.25/4HRS 42./Q	ALL ALL
5	PAVED	64	42./Q	ALL
6	PAVED	50	36./Q	ALL
7	PAVED	38	.25/4HRS	ALL
8	PAVED	63	42./Q	ALL
9	PAVED	37	48./Q	ALL
10	PAVED	15	.25/4HRS	ALL
11	PAVED	62	.25/3HRS 42./Q	ALL ALL
12	PAVED	76	36./Q	ALL
13	PAVED	6	.25/4HRS	ALL
14	PAVED	52	36./Q	ALL
15	PAVED	12	.25/4HRS	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

RELAX PARKING RESTRICTIONS

JOINT USE LOT

CONSTRUCT GARAGE PARKING STRUCTURE

NEW LOT

200' 0 400' 800

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

DOWNERS GROVE, MAIN ST. STATION

BNR, LISLE

Restripe Existing Lots (TSM1)

All lots appear well designed with no opportunity to increase capacity by general downsizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

No potential to remove and relax parking restrictions in vicinity of station. Long term on-street parking already permitted on several nearby streets.

Oversell Permit Spaces (TSM3)

Limited potential to gain capacity by overselling permits. Gain of 20-30 spaces may be possible.

Change Parking Fee or Fee Structure (TSM4)

There does not appear to be an opportunity to gain capacity by changing fees.

Encourage Alternate Station Use (TSM6)

Nearby stations have little excess capacity.

Locate Potential Joint Use Facilities (TSM7)

No joint use facilities available near station.

Expand Existing Lots (PF1)

No vacant land around existing lots. Large lot located to east of Lot 1 was closed July 31, 1987 when lease with City and School Board expired. Some opportunity to reopen lot for gain of as many as 300 spaces.

Construct New Commuter Lots (PF2)

Possible location for new commuter lot at Lacey and Ogden for gain of 53 spaces.

Convert Existing Non-Commuter Lots (PF3)

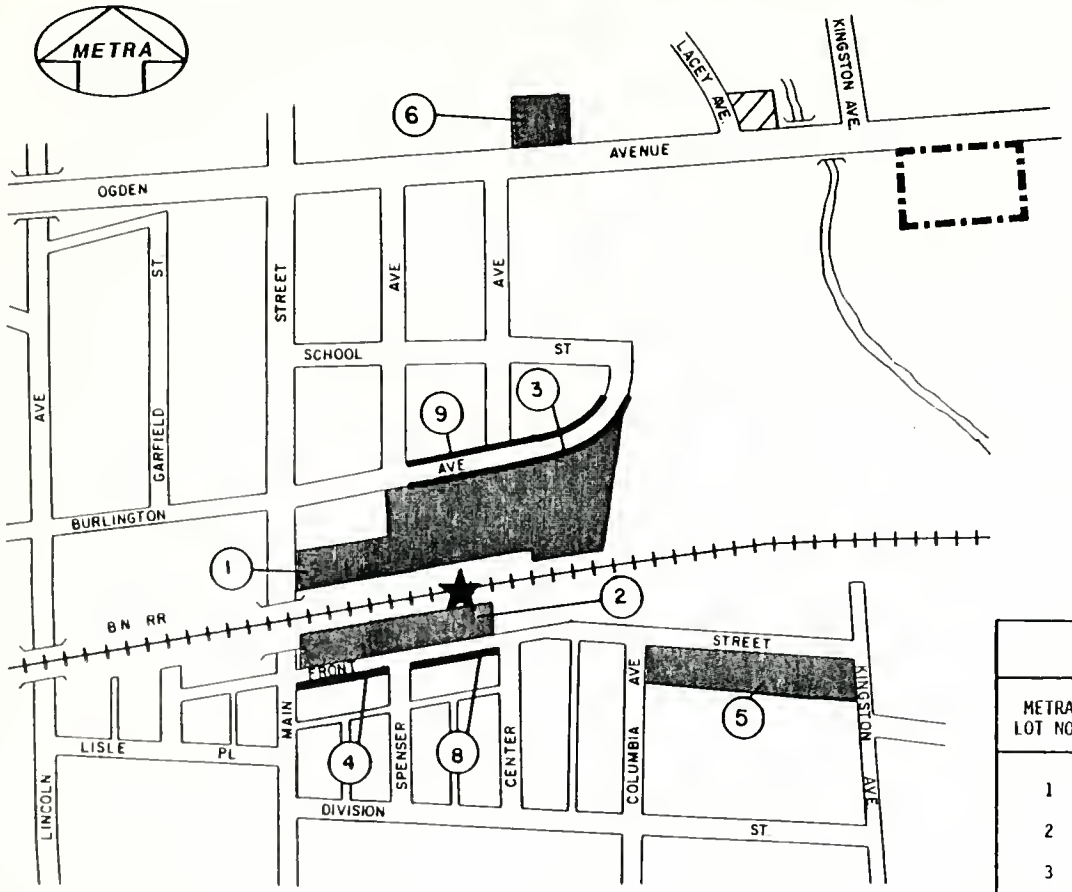
All non-commuter lots fully utilized. No opportunity to convert to commuter use.

Feeder Bus Service (TO1)

Option requires additional investigation.

Remote Parking Facilities with Shuttle Service (TO2)

Opportunity for remote lot on Ogden east of Kingston. Space available for up to 500 vehicles.



METRA STATION CODE: 1024S				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	499	45./Q	ALL
2	PAVED	107	45./Q	ALL
3	PAVED	14	.25/3HRS	ALL
4	PAVED	7	.25/3HRS	ALL
5	PAVED	183	45./Q	ALL
6	UNIMP	72	45./Q	ALL
8	PAVED	8	.25/3HRS	ALL
9	PAVED	13	.25/3HRS	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

NEW LOT

REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

BURLINGTON NORTHERN

LISLE STATION

CNW-W, VILLA PARK

Restripe Existing Lots (TSM1)
Opportunity to restripe Lot 3 for gain of 25 spaces. Selective compact use in Lots 1, 2, and 4 for gain of 20 spaces.

Remove/Relax Parking Restrictions (TSM2)
Limited potential as surrounding area all residential. No opportunity to relax parking restrictions.

Oversell Permit Spaces (TSM3)
All lots daily fee.

Change Parking Fee or Fee Structure (TSM4)
No opportunity to redistribute demand as nearby stations have little excess capacity.

Shared Rides to Stations (TSM5)
Potential for shared ride exists. However, will require marketing study to determine consumer acceptance.

Encourage Alternate Station Use (TSM6)
Limited potential as surrounding stations do not have excess capacity.

Locate Potential Joint Use Facilities (TSM7)
No joint use facilities available within 1/2 mile radius of station.

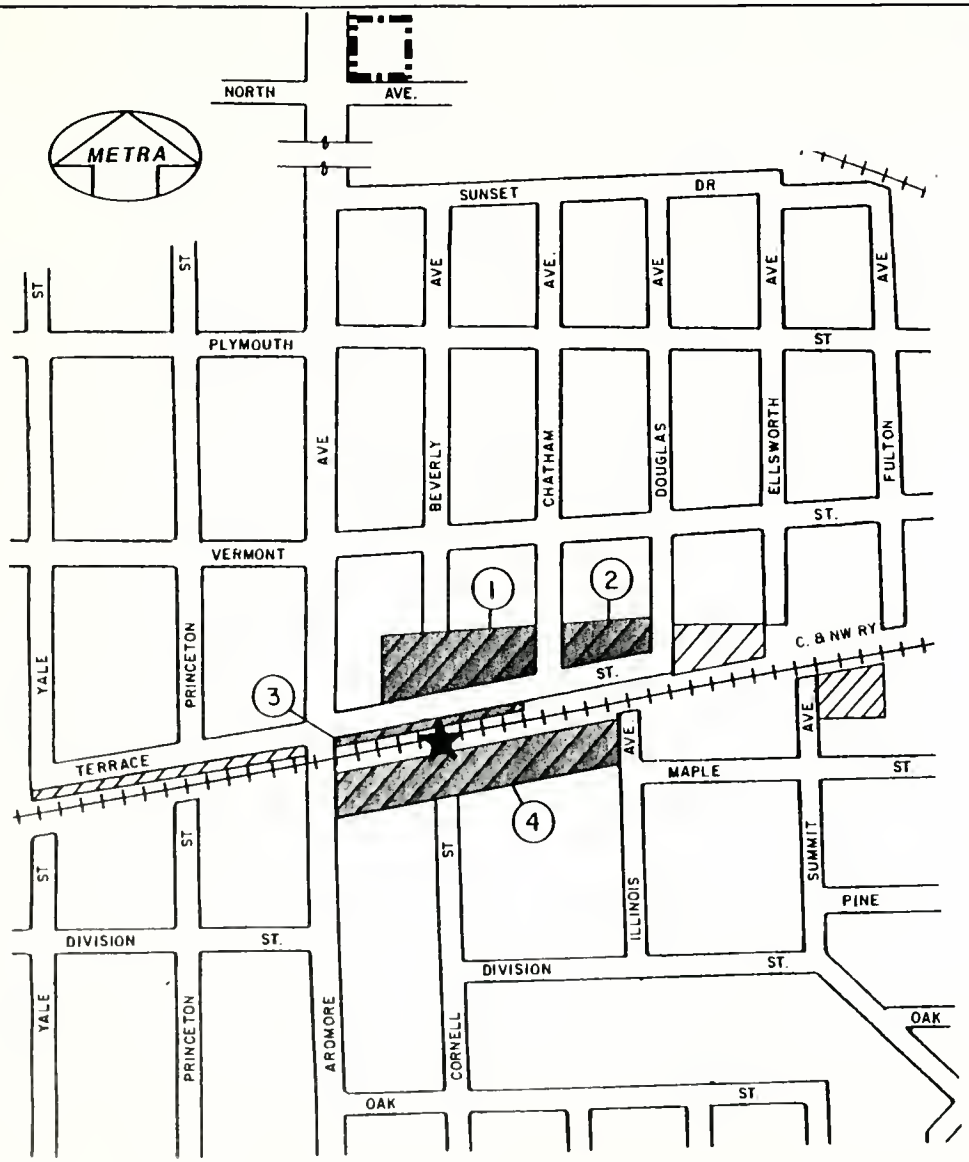
Expand Existing Lots (PF1)
Existing lots land locked. No opportunity for expansion.

Construct New Commuter Lots (PF2)
Opportunity to provide additional 90 spaces east of Lot 2, 130 spaces on Summit, and 110 spaces on south side of Terrace as shown on map.
Net gain of 330 spaces in 3 locations.

Convert Existing Non-Commuter Lots (PF3)
No existing non-commuter lots in area that could be converted to commuter use.

Feeder Bus Service (TO1)
Marketing study required to determine feasibility of feeder bus option.

Remote Parking Facilities with Shuttle Service (TO2)
5.5 acre parcel available 1 mile north at Aramore and North Avenues. Would require study and marketing to establish feasibility of this option. Potential to link remote lot to station by dedicated shuttle service.



METRA STATION CODE: 11178				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	175	1./DAY 20./Q 25./Q	ALL RES NRS
2	PAVED	89	20./Q 25./Q	RES NRS
3	PAVED	94	1./DAY 12./Q	ALL ALL
4	PAVED	173	.75/DAY	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- NEW OR EXPANDED LOT
- REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
WEST LINE

VILLA PARK STATION

CNW-W, GLEN ELLYN

Restripe Existing Lots (TSM1)

Good opportunity for design changes as follows: Lot 6 decrease stall size to 9' wide for gain of 30 spaces, and Lot 6 selective compact car striping for gain of 35 spaces.

Remove/Relax Parking Restrictions (TSM2)

Potential to increase capacity by relaxing parking restrictions existing in the following areas: south side of Crescent Prospect to Main for gain of 25 spaces, north side of Crescent Prospect to Main for gain of 10 spaces, Lot 1 convert 6 hour to all day for gain of 15 spaces, Lot 7 convert 6 hour to all day for gain of 20 spaces, and west of Main between Anthony and Pead for gain of 36 spaces. Total potential gain of 106 spaces by relaxing restrictions.

Oversell Permit Spaces (TSM3)

This option should be studied and evaluated. Currently Village uses reserved spaces for permit parking. It appears that 75%-80% of spaces are used on daily basis. Capacity in daily fee lots could be increased if permit parking were oversold. Potential gain of 30 additional spaces.

Change Parking Fee or Fee Structure (TSM4)

This strategy currently in use by Village though opportunity may exist to increase capacity by relaxing short term parking restrictions.

Shared Rides to Stations (TSM5)

Potential for shared ride exists. However, it must be studied and marketed.

Encourage Alternate Station Use (TSM6)

Limited possibility as surrounding stations have no excess capacity.

Locate Potential Joint Use Facilities (TSM7)

Joint use potential at following locations: St. Petroinille Church west side Prospect between Duane and Hillside could provide 30 spaces, east side Glenwood between Duane and Hillside could provide 20 spaces, Glen Ellyn Bible Church Main and Hillside could provide 30 spaces, and St. Marks Church Main south of Hillside could provide 30 spaces. Total potential of 110 spaces at these 4 locations.

Expand Existing Lots (PF1)

Potential to expand Lot 1 eastward for gain of 10 spaces, Lot 2 northward and redo striping for gain of 20 spaces and Lot 4 eastward for gain of 110 spaces. Total gain of 140 spaces by lot expansion.

Construct New Commuter Lots (PF2)

New lot potential at south side of Crescent east of Park to provide 160 spaces.

Convert Existing Non-Commuter Lots (PF3)

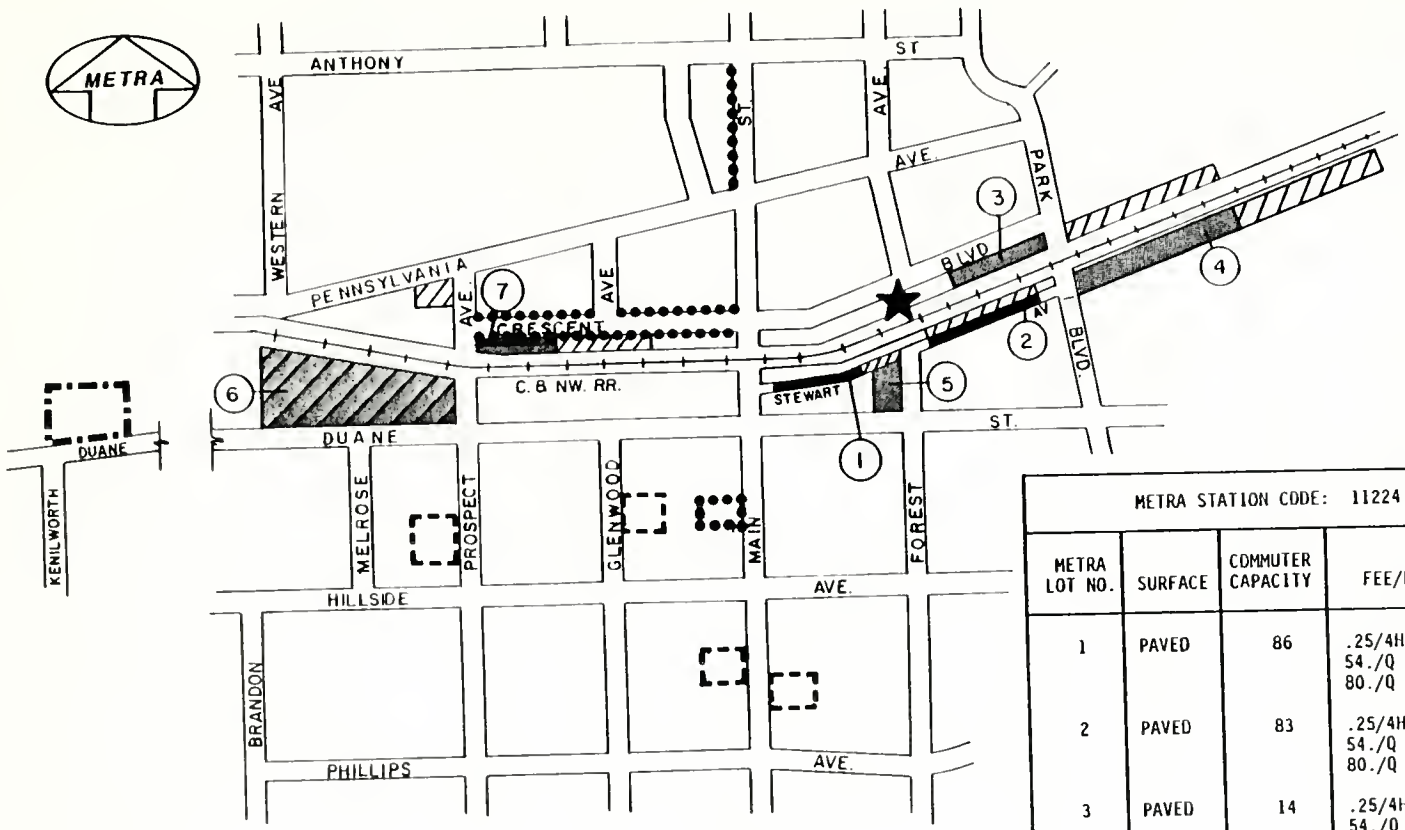
Conversion of abandoned gas station at Pennsylvania and Prospect would yield 25 spaces. Conversion of lot on west side of Main Street between Duane and Phillips to commuter use for gain of 30 spaces.

Feeder Bus Service (TO1)

This option must be studied to determine feasibility.

Remote Parking Facilities with Shuttle Service (TO2)

Limited possibility as little vacant is available within 1 mile radius to provide remote parking. Mayflower Storage 2 blocks west of Lot 6 could provide 50 spaces as remote facility.



METRA STATION CODE: 11224				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	86	.25/4HRS $4./Q $0./Q	ALL RES NRS
2	PAVED	83	.25/4HRS $4./Q $0./Q	ALL RES NRS
3	PAVED	14	.25/4HRS $4./Q $0./Q	ALL RES NRS
4	PAVED	159	.75/DAY $6./Q $0./Q	ALL RES NRS
5	PAVED	27	$4./Q $0./Q	RES NRS
6	PAVED	273	.75/DAY	ALL
7	PAVED	14	$6./Q	RES

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RELAX PARKING RESTRICTIONS
- RESTRIPE EXISTING LOT
- JOINT USE LOT
- NEW OR EXPANDED LOT
- REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN WEST LINE

GLEN ELLYN STATION

CNW-W, WHEATON/COLLEGE AVENUE

Restripe Existing Lots (TSM1)
Potential to convert Lot 5 to diagonal parking and extend length for gain of 35 spaces. No opportunity for capacity gain by design changes at other lots.

Remove/Relax Parking Restrictions (TSM2)
Limited opportunity to relax restrictions as adjacent area either residential or college use.

Oversell Permit Spaces (TSM3)
Limited opportunity as Lots 1 and 3 are daily fee lots. If these converted to permit then possibility of marginal increased capacity exists, perhaps 10 additional spaces.

Change Parking Fee or Fee Structure (TSM4)
Limited opportunity at this time.

Shared Rides to Stations (TSM5)
This option would require study and marketing for feasibility.

Encourage Alternate Station Use (TSM6)
Limited opportunity as surrounding stations have no excess capacity.

Locate Potential Joint Use Facilities (TSM7)
No potential joint use facilities within 1 mile radius of station.

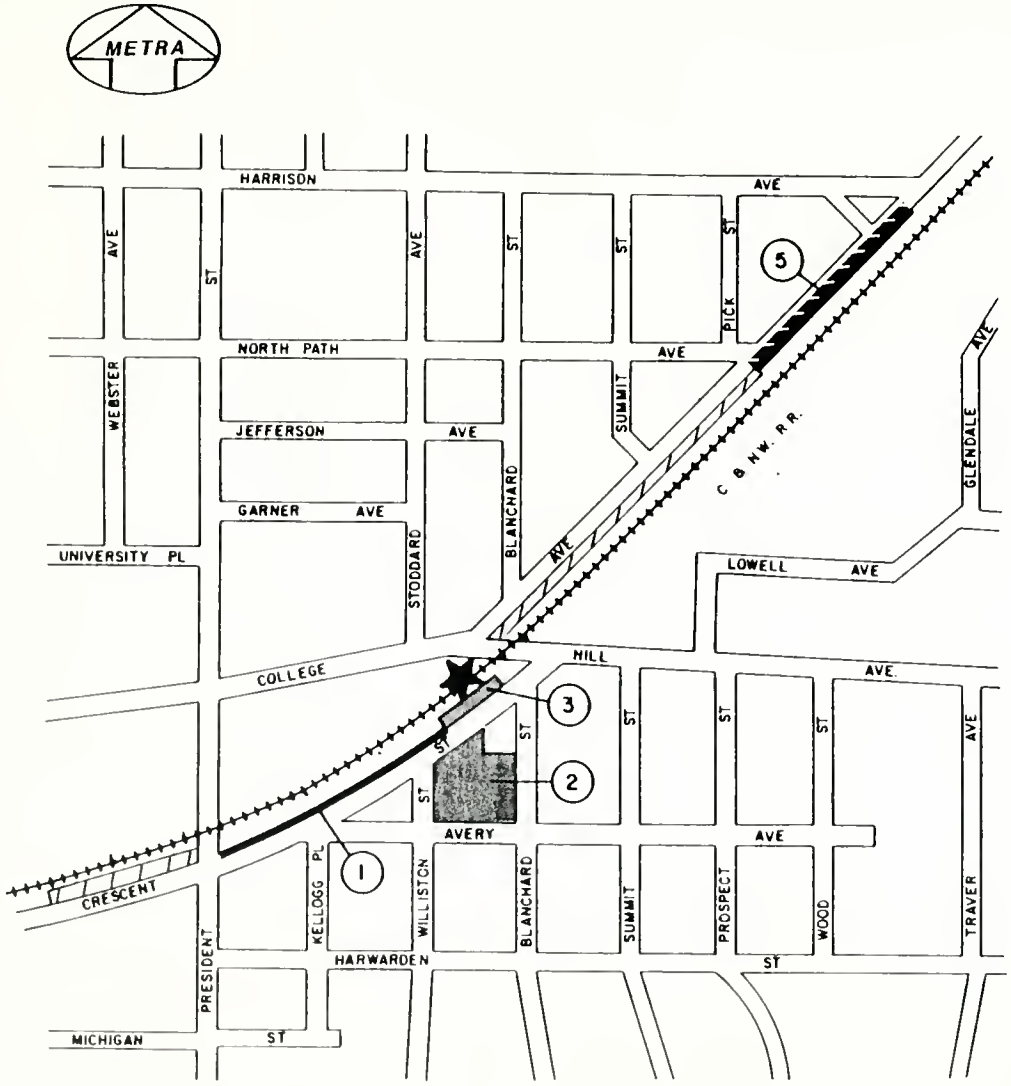
Expand Existing Lots (PF1)
Existing lots land locked. No opportunity for expanding existing lots.

Construct New Commuter Lots (PF2)
Opportunity for new lot construction. New lots along College Avenue would increase capacity by 120 spaces. New lot along Crescent would increase capacity by 110 spaces. Total potential gain of 230 spaces in these 2 locations as shown on map.

Convert Existing Non-Commuter Lots (PF3)
No opportunity exists at this location for converting non-commuter lots.

Feeder Bus Service (TO1)
Station is currently served by PACE all-day bus service and one feeder route from the south.

Remote Parking Facilities with Shuttle Service (TO2)
Limited opportunity as no land exists within 1 mile of station for construction of remote lot.



METRA STATION CODE: 11238				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	63	.25/3HRS	ALL
2	PAVED	179	15./MO	ALL
3	PAVED	78	.25/3HRS	ALL
5	PAVED	21	FREE	

Metra

SYSTEMWIDE INVENTORY OF COMPUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

NEW LOT

RESTRIPE EXISTING ON-STREET PARKING

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN WEST LINE

COLLEGE AVE. STATION

CNW-NW, PARK RIDGE

Restripe Existing Lots (TSM1)

Lots 2, 3, 4, 10 appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Some opportunity to restripe to reduce stall width in Lot 1 for gain of approximately 13 spaces.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in vicinity of the station. Opportunities for relaxing restrictions exist along east side of Summit north of Touhy, north and south sides of Summit east of Prospect, and at Ridge as shown on map for a net gain of approximately 49 spaces.

Oversell Permit Spaces (TSM3)

Some potential to increase permit use and oversell permits by 15%. Potential gain of 20 spaces by overselling.

Change Parking Fee or Fee Structure (TSM4)

Remote portion of Lot 1 had lowest fee, but was unused. Some potential to encourage use of remote Lot 1 by restructuring fees further since this is a distant lot. Gain of 40 spaces if used.

Portion of Lot 5 on-street parking which was furthest from the station was unused. Some potential to encourage use of remote Lot 5 by restructuring fees since this is a distant lot. Gain of 40 spaces if used.

Shared Rides to Stations (TSM5)

Limited potential. Requires major marketing test.

Encourage Alternate Station Use (TSM6)

Little excess capacity at surrounding C&NW NW stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use in church lot at Courtland and Park and in Contel lot at Prairie south of Main as shown on map. Net gain of approximately 60 spaces at 2 locations.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots.

Construct New Commuter Lots (PF2)

No acceptable new vacant land areas within reasonable distance of the station.

Convert Existing Non-Commuter Lots (PF3)

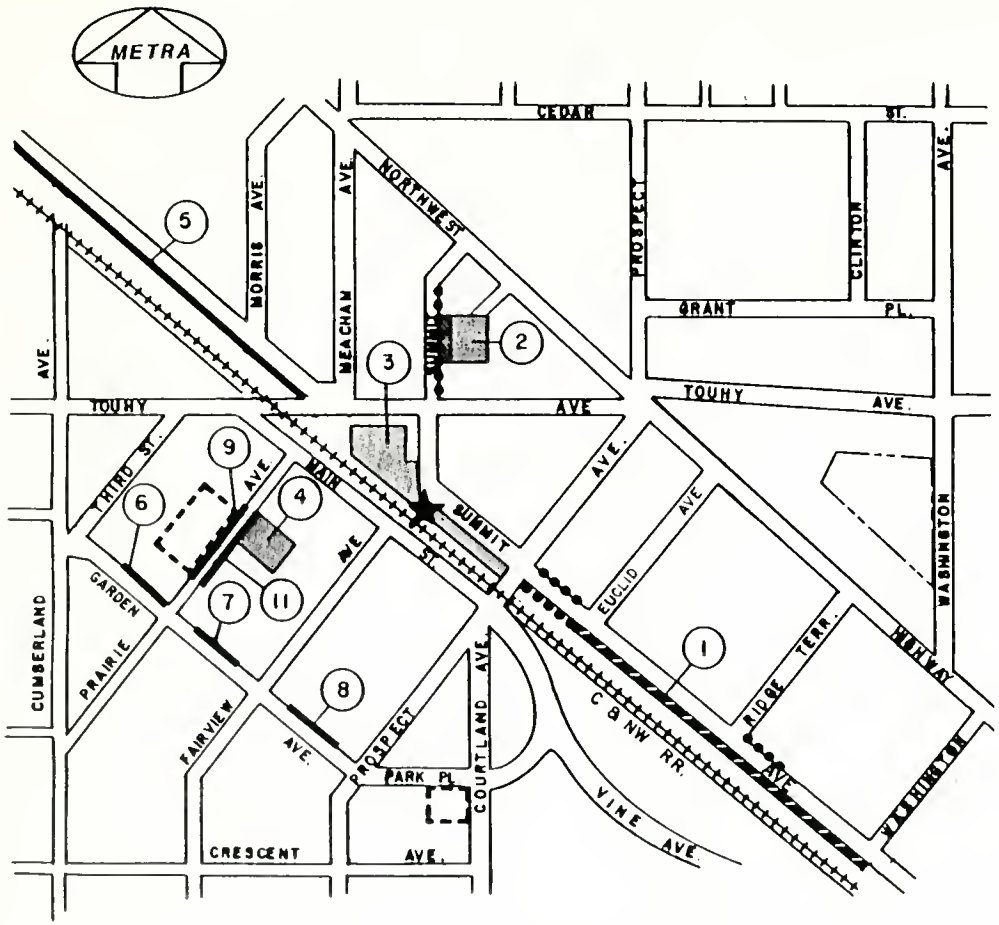
Potential to convert part of municipal lot on Washington Street as shown on map to decrease shopper parking for gain of up to 40 spaces.

Feeder Bus Service (TO1)

Station currently served by PACE all day service.

Remote Parking Facilities with Shuttle Service (TO2)

Other options will increase capacity to required need and remote lots should be unnecessary.



METRA STATION CODE: 13135				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	88	.25/4HRS	ALL
2	PAVED	34	90./6MO	ALL
3	PAVED	41	90./6MO	ALL
4	PAVED	57	.25/4HRS	RES
5	PAVED	44	.25/4HRS	ALL
6	PAVED	5	.25/4HRS	ALL
7	PAVED	8	.25/4HRS	ALL
8	PAVED	5	.25/4HRS	ALL
9	PAVED	21	.25/4HRS	ALL
11	PAVED	7	.25/4HRS	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING ON-STREET PARKING
- RELAX PARKING RESTRICTIONS
- JOINT USE LOT
- CONVERT EXISTING LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTHWEST LINE

PARK RIDGE STATION

CNW-NW, DEE ROAD

Restripe Existing Lots (TSM1)

Downsizing Lots 1 and 2 for 20% compact use would yield approximately 10 spaces. Other striping changes not feasible.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in vicinity of the station. Opportunities for relaxing restrictions exist along south side of Busse west of Parkwood and along Rowe north of Busse as shown on map for a net gain of 33 spaces.

Oversell Permit Spaces (TSM3)

Limited potential to oversell permits since only 6 permit spaces exist.

Change Parking Fee or Fee Structure (TSM4)

Limited potential to alter fee structure since nearby stations have little excess capacity.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing test.

Encourage Alternate Station Use (TSM6)

Potential limited as little excess capacity at nearby CNW-NW stations.

Locate Potential Joint Use Facilities (TSM7)

McDonald's may have up to 15 spaces available for joint use fronting Oakton. See map for location. No other joint use potential in vicinity of station.

Expand Existing Lots (PF1)

No adjacent empty land to expand lots.

Construct New Commuter Lots (PF2)

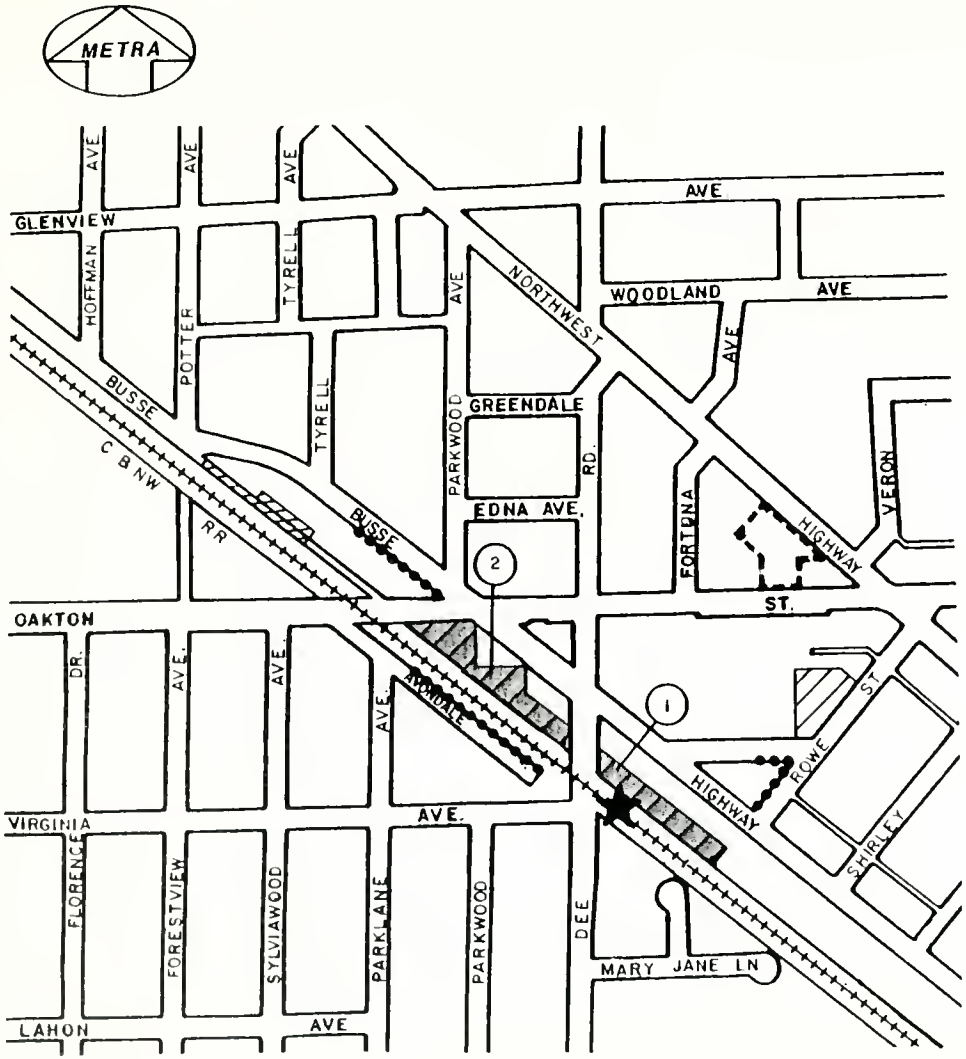
Vacant lot owned by School Board at northwest corner of Bouterse and Rowe Streets. New lot would add approximately 32 spaces. Alley parcel owned by C&NW between Busse and Oakton, needs upgrading to gain approximately 20 spaces. Net gain of 52 spaces at these 2 locations.

Feeder Bus Service (TO1)

Station currently has adequate bus service.

Remote Parking Facilities with Shuttle Service (TO2)

No remote facilities were located.



METRA STATION CODE: 13150				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	24	1./DAY	ALL
2	PAVED	110	.75/DAY	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- RELAX PARKING RESTRICTIONS
- NEW LOT
- JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTHWEST LINE

DEE ROAD STATION

CNW-NW, ARLINGTON HEIGHTS

Restripe Existing Lots (TSM1)

Lots 3, 4, 5, 6, 7, 8, 10, 11 appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Some opportunity to restripe to reduce stall width in Lot 2 for gain of approximately 7 spaces. Also limited capacity increase capacity by switch to 20% compact stalls with net gain of about 7 spaces.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in vicinity of the station. Opportunities for relaxing restrictions exist along Sigwalt east of Belmont as shown on map for a net gain of approximately 5 spaces. Area generally characterized by heavy development with little opportunity to relax restrictions.

Oversell Permit Spaces (TSM3)

No commuter lots with empty permit spaces. Limited potential for overselling.

Change Parking Fee or Fee Structure (TSM4)

Potential to encourage use of Lot 9 by restructuring fees since this is a distant lot with available capacity. Gain of 100 spaces.

Shared Rides to Stations (TSM5)

Limited potential for shared ride program. Requires marketing.

Encourage Alternate Station Use (TSM6)

Capacity limited at nearby CNW-NW stations. Limited opportunity to redistribute demand to other stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use at Wing and Miner, Eastman and Duntor, Eastman and Evergreen, and Arlington Heights Road south of Davis as shown on map. Net gain of 99 spaces at those 4 locations.

Expand Existing Lots (PF1)

Lot 5 can be expanded as shown on map. Net gain of approximately 14 spaces.

Construct New Commuter Lots (PF2)

Vacant lot on Evergreen south of Sigwalt as shown on map for gain of 18 spaces.

Convert Existing Non-Commuter Lots (PF3)

Four level parking garage currently under construction at northwest corner of Miner and Evergreen could provide additional commuter parking. Up to 100 spaces potentially available. Potential to convert municipal lot on Arlington Heights Road and St. James to commuter use for gain of 60 spaces. Potential to convert lots for net gain of 160 commuter spaces at these 2 locations.

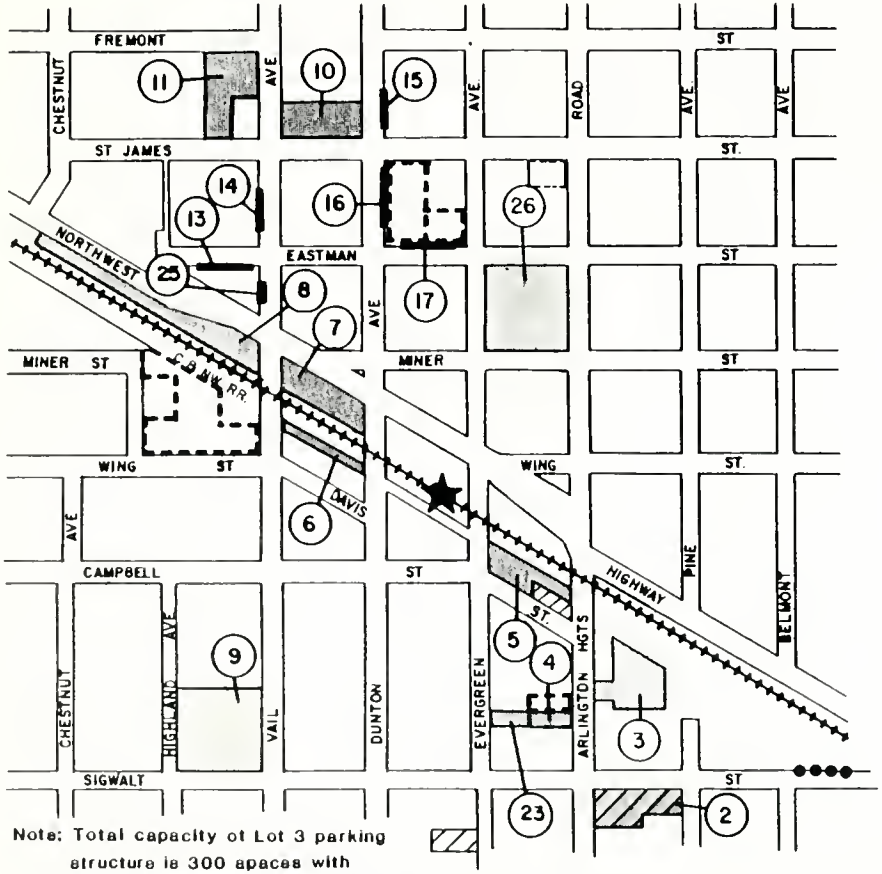
Feeder Bus Service (TO1)

Option not necessary.

Remote Parking Facilities with Shuttle Service (TO2)

No remote facilities needed if other options used.

METRA



Note: Total capacity of Lot 3 parking structure is 300 spaces with 232 spaces available to commuters.
Lot 9 and Lot 26 are both 800 space parking structures of which 200 spaces in each are available for commuters.

METRA STATION CODE: 13228				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
2	PAVED	70	1./DAY	RES
3	PAVED	232	1./DAY	RES
4	GRAVEL	22	.25/4HRS	RES
5	PAVED	47	1./DAY	RES
6	PAVED	25	1./DAY	RES
7	PAVED	70	1./12HRS	RES
8	PAVED	124	1./12HRS 1./12HRS	RES NRS
9	PAVED	200	1./12HRS	RES
10	PAVED	94	1./12HRS	ALL
11	PAVED	92	1./DAY	ALL
13	PAVED	12	1./12HRS	ALL
14	PAVED	10	1./12HRS	ALL
15	PAVED	7	1./12HRS	ALL
16	PAVED	10	1./12HRS	ALL
17	PAVED	9	1./12HRS	ALL
23	PAVED	26	1S./MO	ALL
25	PAVED	2	1./12HRS	ALL
26	PAVED	200	1./12HRS	ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RELAX PARKING RESTRICTIONS
- RESTRIPE EXISTING LOT
- NEW LOT
- JOINT USE LOT
- CONVERT EXISTING LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTHWEST LINE

ARLINGTON HEIGHTS
STATION

CNW-NW, ARLINGTON PARK

Restripe Existing Lots (TSM1)
Limited potential to restripe Lot 1 to gain 50-60 spaces.

Remove/Relax Parking Restrictions (TSM2)
No opportunity to relax parking restrictions as area to north of station is predominantly single family residential.

Oversell Permit Spaces (TSM3)
Lot fees collected daily; no permit spaces.

Change Parking Fee or Fee Structure (TSM4)
No opportunity since station served by single lot.

Shared Rides to Stations (TSM5)
Limited potential. Requires marketing.

Encourage Alternate Station Use (TSM6)
Current lot fee of $1/day already above system average. Surrounding alternate stations have little excess capacity.

Locate Potential Joint Use Facilities (TSM7)
Appears to be significant potential for joint use with racetrack parking. Potential gain of 150-200 spaces.

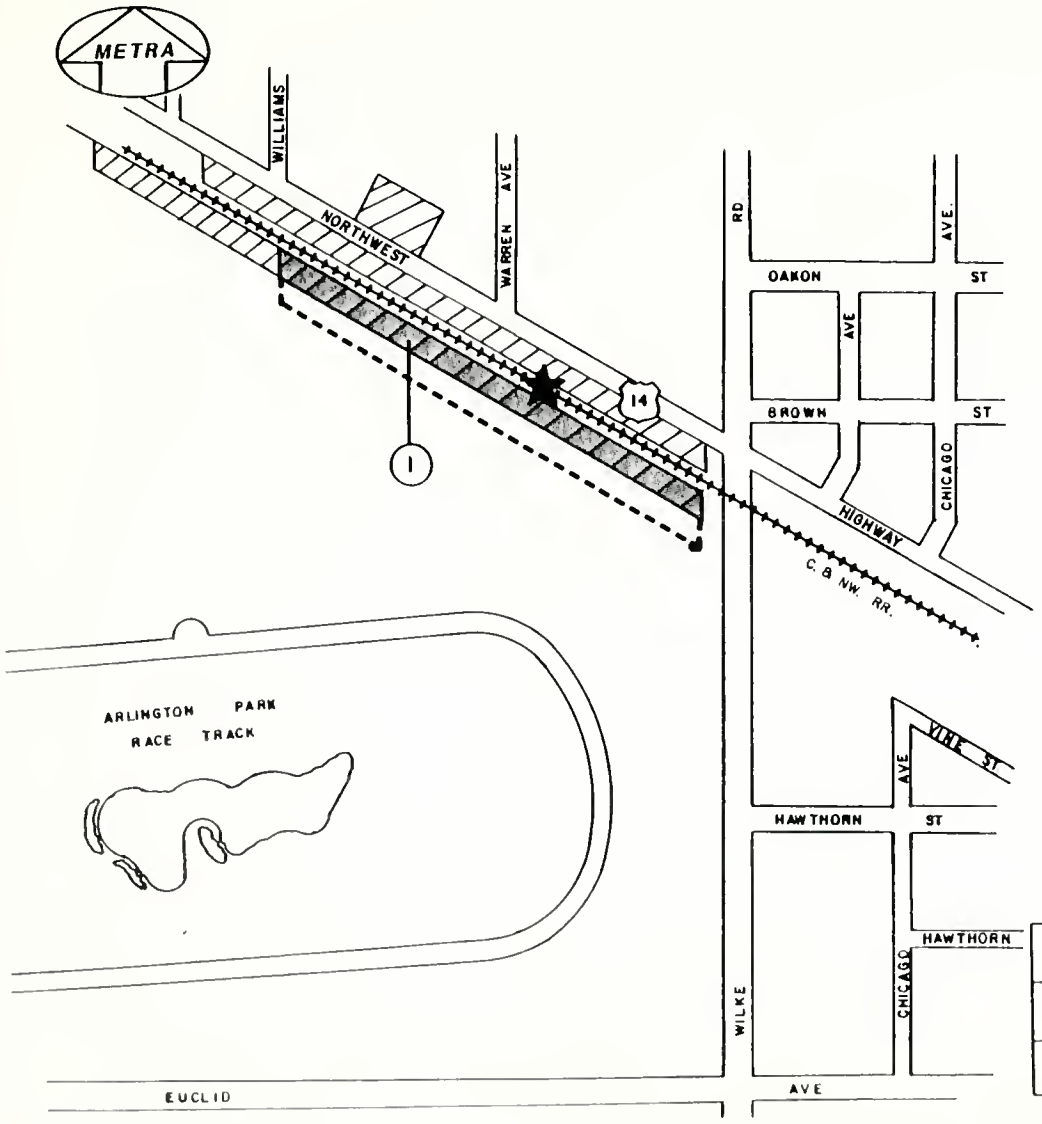
Expand Existing Lots (PF1)
Some potential to expand lot 1 westward for gain of 75 spaces.

Construct New Commuter Lots (PF2)
New lot potential south and north of Northwest Highway as shown on map. Net gain of up to 450 spaces in these 2 locations.

Convert Existing Non-Commuter Lots (PF3)
No opportunity.

Feeder Bus Service (TO1)
Requires market feasibility test based on distribution of commuters.

Remote Parking Facilities with Shuttle Service (TO2)
Option not necessary as other options should provide needed capacity.



METRA STATION CODE: 13244			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	PAVED	1032	1./12HRS ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- NEW OR EXPANDED LOT
- JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTHWEST LINE

ARLINGTON PARK STATION

CNW-NW, PALATINE

Restripe Existing Lots (TSM1)

Restriping of Lot 1 and selective use compact car stall down sizing in Lots 1, 3, 6 and 10 will gain approximately 100 spaces.

Remove/Relax Parking Restrictions (TSM2)

No opportunity to relax parking restrictions in primarily commercial and residential areas surrounding station. The reconfiguration of Hart and Rose Streets as one-way couple with parallel parking to permit parking on one side may be possible for gain of up to 30 spaces.

Oversell Permit Spaces (TSM3)

Some potential to increase permit use and oversell permits by 10-15%. Currently about 200 cars parked in 270 permit spaces. Potential gain of 30-40 spaces capacity by overselling.

Change Parking Fee or Fee Structure (TSM4)

Lots 2 and 4 most distant from station have lowest fees. Some potential to encourage use of Lot 5 by restructuring fee since this is a distant lot.

Shared Rides to Stations (TSM5)

Limited potential, should be market tested.

Encourage Alternate Station Use (TSM6)

Limited potential as alternate stations have little excess capacity.

Locate Potential Joint Use Facilities (TSM7)

Scattered joint use potential in 5 relatively small locations including east and west of Brockway north of Wood, at Brockway and Wilson, at Bothwell and Wilson, and at Plum Grove and Slade as shown on map for net gain of 100 spaces.

Expand Existing Lots (PF1)

Area between Lots 1 and 8 currently grassland but could be used to expand capacity by about 25 spaces. Some space available at north side of Lot 3 to expand lot capacity by 20 spaces.

Construct New Commuter Lots (PF2)

Potential for construction of new lots at Maple and tracks, at Smith and Slade, along Colfax west of lot 6, and north of Wood west of Brockway as shown on map. Net gain of up to 500 spaces in these 4 locations.

Convert Existing Non-Commuter Lots (PF3)

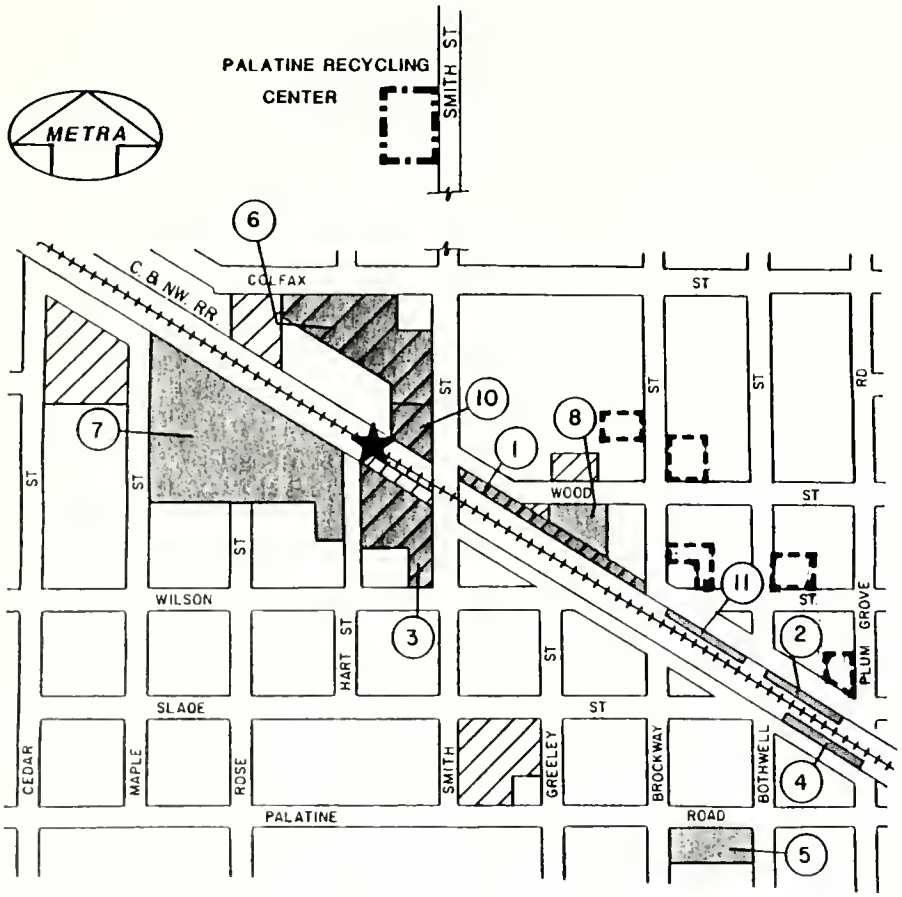
No opportunity to convert non-commuter lots.

Feeder Bus Service (TO1)

Station currently served by PACE all day service. Limited feeder bus potential.

Remote Parking Facilities with Shuttle Service (TO2)

Palatine Recycling Center located approximately 1 mile to north on Smith Road is potential candidate for remote lot with feeder shuttle. Gain approximately 50-60 spaces.



METRA STATION CODE: 13268			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	PAVED	142	.75/12HRS ALL 15./MO ALL
2	PAVED	73	.25/12HRS ALL
3	PAVED	162	.75/12HRS ALL
4	PAVED	15	.50/10HRS ALL
5	PAVED	90	.75/DAY ALL
6	PAVED	175	.75/12HRS ALL
7	PAVED	463	.75/12HRS ALL
8	PAVED	32	.75/12HRS ALL
10	PAVED	33	.75/DAY ALL
11	PAVED	48	.75/DAY ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- NEW OR EXPANDED LOT
- JOINT USE LOT
- REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTHWEST LINE

PALATINE STATION

CNW-NW, BARRINGTON

Restripe Existing Lots (TSM1)

Selective restriping and down sizing to compact car use in Lots 1 and 4 would gain approximately 40 spaces.

Remove/Relax Parking Restrictions (TSM2)

Limited opportunity since station in predominantly commercial area which relies on on-street customer parking.

Oversell Permit Spaces (TSM3)

Station now approximately 90% daily and only 10% permit fees. Some potential to increase use of permits and overselling. Potential gain of 10-15 spaces.

Change Parking Fee or Fee Structure (TSM4)

No potential. All lots relatively near station, charge same fee, and fully used.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing.

Encourage Alternate Station Use (TSM6)

Limited potential as alternative stations have little excess capacity.

Locate Potential Joint Use Facilities (TSM7)

Joint use may provide best opportunity at this station. Station surrounded by 5 churches with joint use potential at Ela south of Franklin, at Ela north of Chestnut, at East Station west of Wool, at Wool and Entrance, and at Russell and Spring as shown on map. Could provide up to 150 spaces in these 5 locations.

Expand Existing Lots (PF1)

Expansion potential at Lot 2 only as shown for gain of about 40 spaces.

Construct New Commuter Lots (PF2)

Significant opportunity for new lot construction at 4 locations as shown on map. Net gain of nearly 200 spaces possible.

Convert Existing Non-Commuter Lots (PF3)

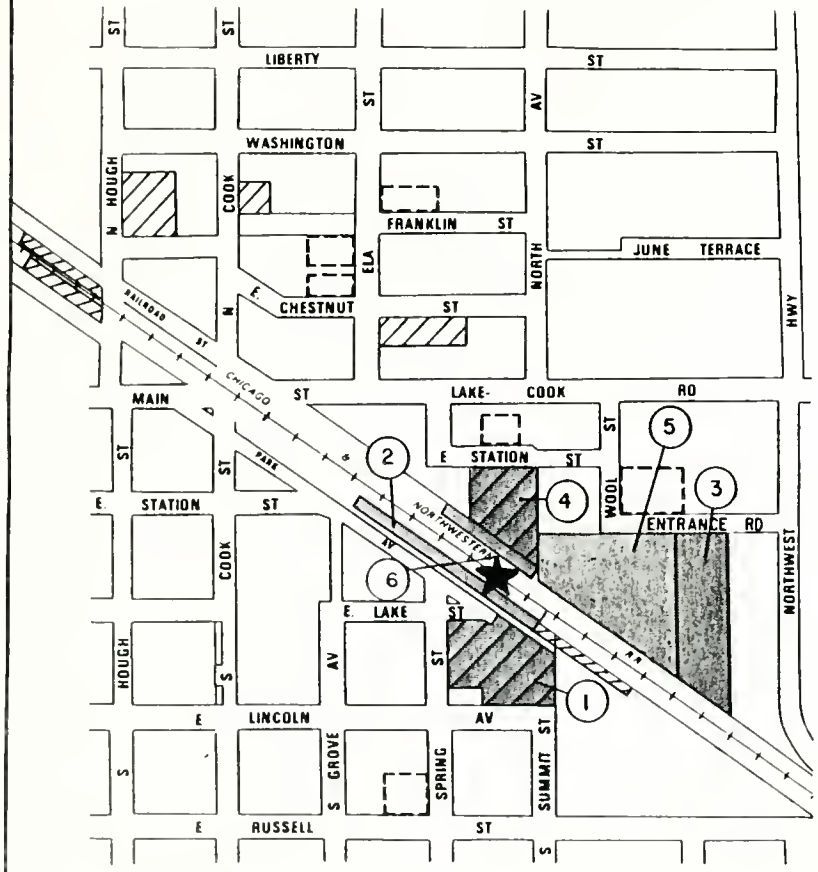
Abandoned auto dealer lot at Franklin Street at Ela could be converted to commuter use for gain of 100 spaces.

Feeder Bus Service (TO1)

Requires analysis of commuter distribution to determine feasibility. Some potential for feeder service.

Remote Parking Facilities with Shuttle Service (TO2)

Very limited potential. Other options should provide needed capacity.



METRA STATION CODE: 13319				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	173	60./Q	ALL
2	PAVED	164	1./DAY 60./Q	ALL ALL
3	PAVED	169	1./DAY 60./Q	ALL ALL
4	PAVED	181	1./DAY 60./Q	ALL ALL
5	PAVED	340	1./DAY 60./Q	ALL ALL
6	PAVED	44	1./DAY 60./Q	ALL ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- NEW OR EXPANDED LOT
- JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN NORTHWEST LINE

BARRINGTON STATION

CNW-NW, CRYSTAL LAKE

Restripe Existing Lots (TSM1)

Some opportunity to restripe stalls to reduce stall width in Lots 1, 2, 3, 4, 6, 8, and 9 for gain of approximately 47 spaces. Removal of islands and traffic flow improvements in Lots 2 and 3 could gain an additional 10 spaces.

Remove/Relax Parking Restrictions (TSM2)

Limited opportunity to remove parking restrictions.

Oversell Permit Spaces (TSM3)

Opportunity exists for permit overselling. Only 340 of 390 permit spaces were used on survey date. Can probably oversell by 10-15% to obtain maximum use of permitted spaces. Net gain of 20-30 spaces.

Change Parking Fee or Fee Structure (TSM4)

No opportunity since all lots fully used and most distant lots already have lower fees.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing.

Encourage Alternate Station Use (TSM6)

Limited potential as Cary and Fox River Grove alternative stations have little excess capacity and McHenry station has few total spaces.

Expand Existing Lots (PF1)

Opportunity to expand Lots 2, 5, 6, and 8 as shown on map for gain of approximately 340 spaces.

Construct New Commuter Lots (PF2)

New lot construction potential in 3 locations at Woodstock and Main, at Main and tracks, and east of lots 5 and 6. Largest new lot potential may require overpass to access area east of lots 5 and 6 as shown on map for gain of nearly 900 spaces.

Convert Existing Non-Commuter Lots (PF3)

No opportunity as none exist near station.

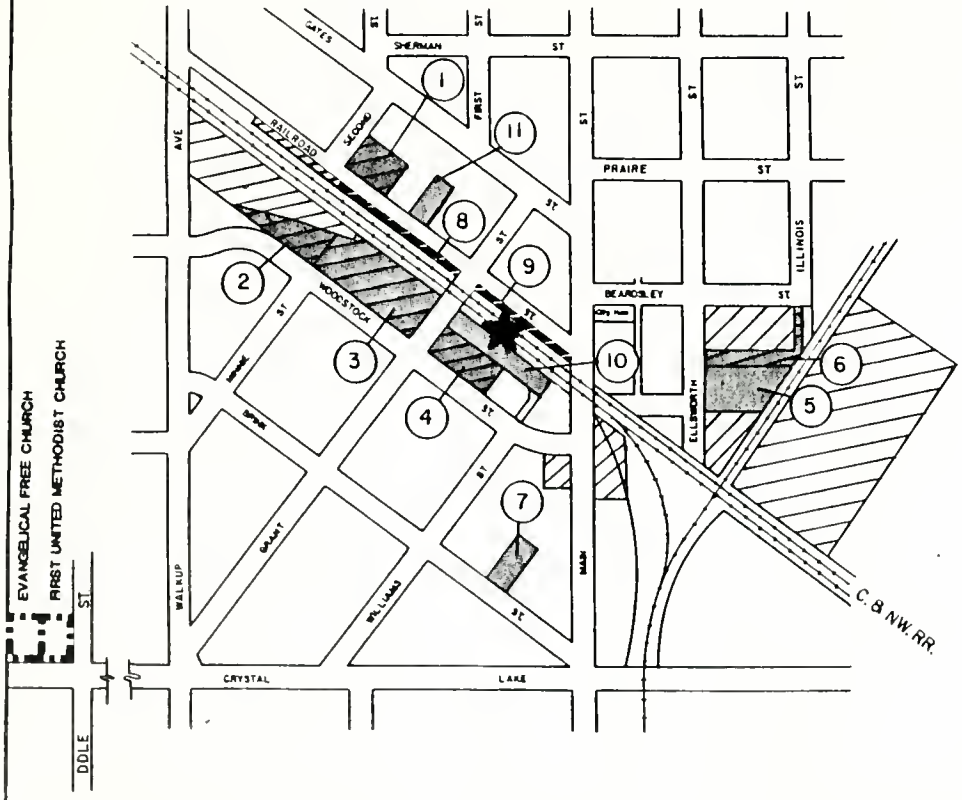
Feeder Bus Service (TO1)

Station already served by PACE all day service.

Remote Parking Facilities with Shuttle Service (TO2)

Joint use and/or remote facility opportunities exist at Dole Street and Crystal Lake Road approximately 1 mile west of station at Evangelical Free Church and First United Methodist Church. Total capacity gain of 200 spaces in these 2 locations and would require shuttle.

METRA



METRA STATION CODE: 13432				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	72	45./6MO 72./6MO	RES NRS
2	PAVED	48	.75/DAY	ALL
3	PAVED	108	45./6MO 72./6MO	RES NRS
4	PAVED	65	45./6MO 72./6MO	RES NRS
5	PAVED	130	.75/DAY	ALL
6	PAVED	29	45./6MO 72./6MO	RES NRS
7	PAVED	33	.75/DAY	ALL
8	PAVED	42	45./6MO 72./6MO	RES NRS
9	PAVED	37	45./6MO 72./6MO	RES NRS
10	PAVED	20	45./6MO 72./6MO	RES NRS
11	PAVED	24	UNKNOWN	

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

★ STATION LOCATION

OFF-STREET LOT

ON-STREET PARKING

(1) PARKING LOCATION IDENTIFICATION NUMBERS

RESTRIPE EXISTING LOT

RESTRIPE EXISTING ON - STREET PARKING

NEW OR EXPANDED LOT

REMOTE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTHWEST LINE

CRYSTAL LAKE STATION

MWD-N, GLENVIEW

Restripe Existing Lots (TSM1)

Lots 3, 4, 5, 9, 11 appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Some opportunity for limited capacity increase by switch to compact stalls in Lots 1, 2, 10. 20% of stalls could be made compact stalls with net gain of about 20 spaces.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in vicinity of the station. Opportunities for relaxing restrictions exist along north side of Prairie west of Railroad, west side of Pine south of Prairie, and west side of Pine south of Glenview as shown on map for a net gain of approximately 20 spaces.

Oversell Permit Spaces (TSM3)

Limited opportunity to oversell permits since most permit lots highly utilized.

Change Parking Fee or Fee Structure (TSM4)

Opportunity to increase demand in Lots 6 and 8 by changing from permit to pay by day with Lot 8 assigned a lower price based on its relative remoteness from station. Gain of approximately 40 spaces.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing test.

Encourage Alternate Station Use (TSM6)

Limited potential as capacity situation similar at surrounding MWD-N stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use in 2 locations east of Lot 6 including the Glenview Inn and the Glenview Professional Building as shown on map. Net gain of approximately 27 spaces at these 2 locations.

Expand Existing Lots (PF1)

Lot 6 can be expanded northward as shown on map. Net gain of approximately 15 spaces.

Construct New Commuter Lots (PF2)

No acceptable new vacant land areas within reasonable distance of the station.

Convert Existing Non-Commuter Lots (PF3)

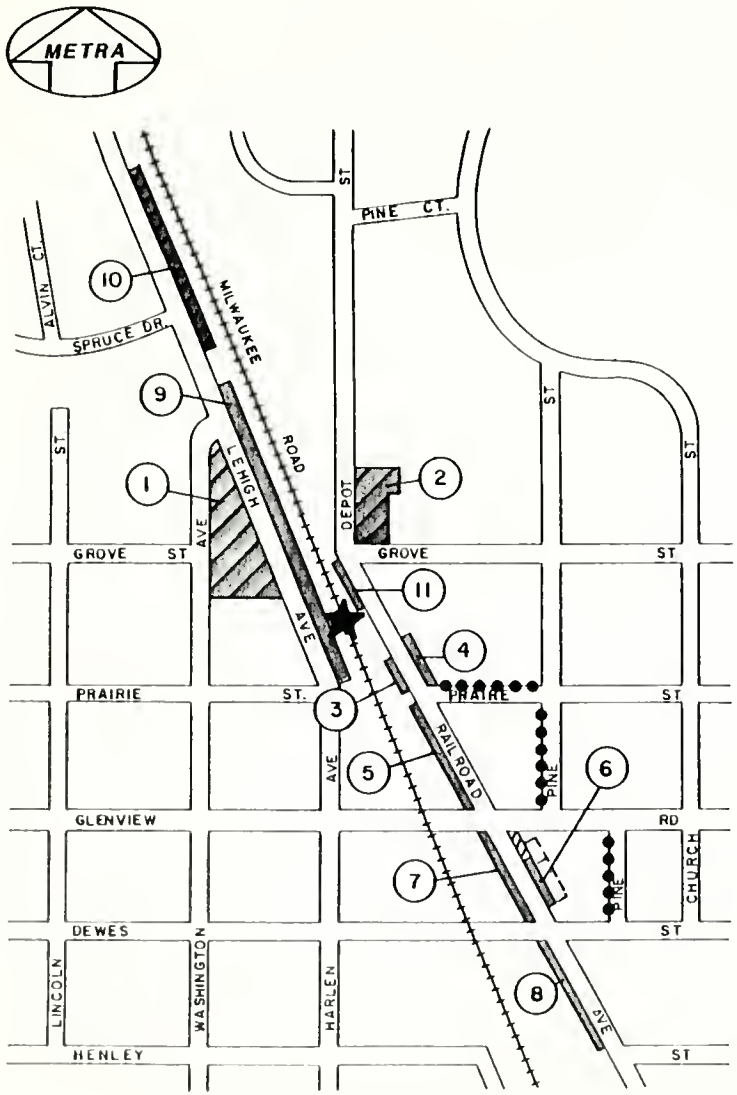
No large non-commuter lots available in the vicinity of the station.

Feeder Bus Service (TO1)

Station currently served by PACE all day service.

Remote Parking Facilities with Shuttle Service (TO2)

Other options should increase capacity to required need.



METRA STATION CODE: 15174				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	102	30./Q	RES
2	PAVED	145	30./Q	ALL
3	PAVED	23	.50/DAY	ALL
4	PAVED	14	.50/DAY	ALL
5	PAVED	41	30./Q	ALL
6	PAVED	27	30./Q	ALL
7	PAVED	41	.50/DAY 30./Q	ALL ALL
8	PAVED	92	.50/DAY 30./Q	ALL ALL
9	PAVED	106	30./Q	ALL
10	PAVED	103	30./Q	RES
11	PAVED	15	1./DAY 30./Q	ALL ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- RELAX PARKING RESTRICTIONS
- EXPANDED LOT
- JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

MILWAUKEE DISTRICT
NORTH LINE

GLENVIEW STATION

MWD-N, DEERFIELD

Restripe Existing Lots (TSM1)

Lots offer little opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted and well utilized with the exception of parking at Lot 14. Most of the available free on-street parking is unused making relaxation unnecessary.

Oversell Permit Spaces (TSM3)

Permit overselling already being done effectively at this station.

Change Parking Fee or Fee Structure (TSM4)

Opportunity to increase demand in Lots 6 and 9 by changing from permit to pay by day. Gain of approximately 20 spaces.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing test.

Encourage Alternate Station Use (TSM6)

Limited potential as little excess capacity at surrounding MWD-N stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use in 3 areas surrounding Lot 9 including Fashion Floors, Deerfield Common, at the Medical Building, and also at the church located at Jemett and Waukegan Road as shown on map. Net gain of approximately 80 spaces at these 4 locations.

Expand Existing Lots (PF1)

Lot 16 can be expanded southward as shown on map. Net gain of approximately 25 spaces.

Construct New Commuter Lots (PF2)

No acceptable new vacant land areas within reasonable distance of the station.

Convert Existing Non-Commuter Lots (PF3)

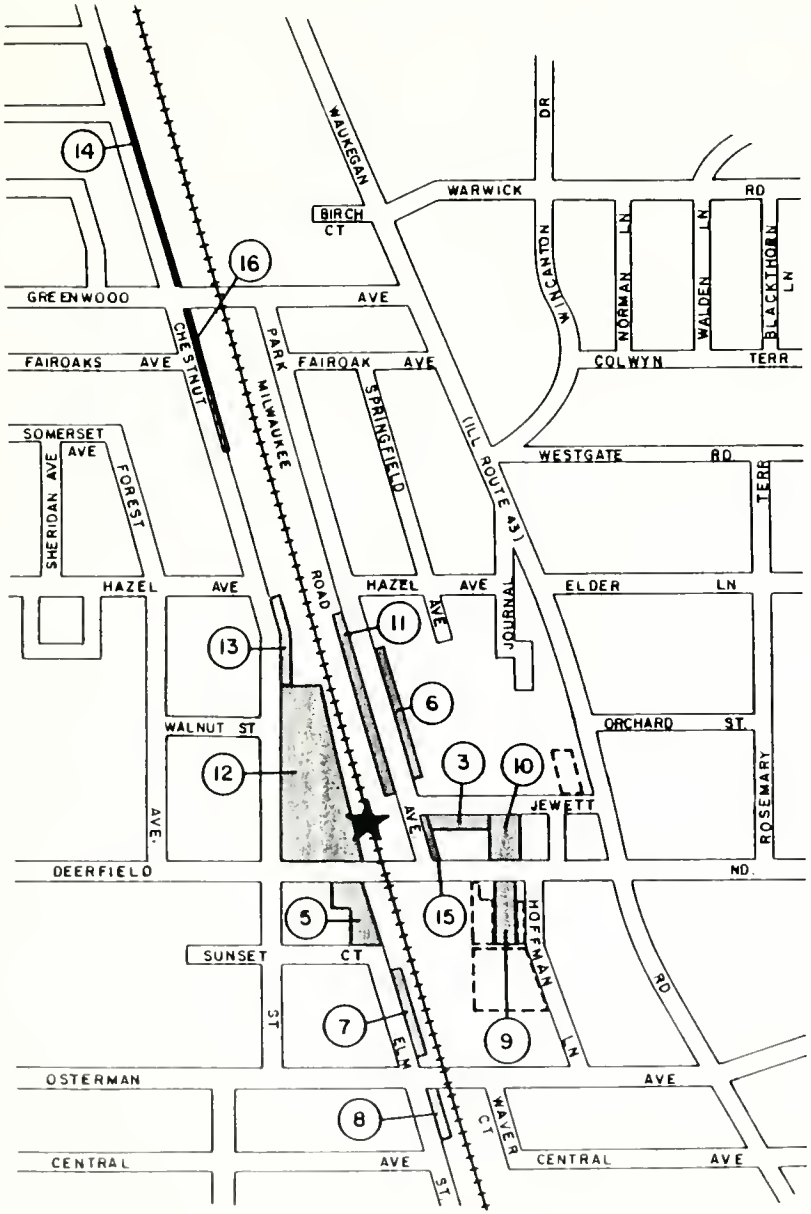
No large non-commuter lots available in the vicinity of the station.

Feeder Bus Service (TO1)

Feeder services potential limited. Area already reasonably well served by PACE all day services.

Remote Parking Facilities with Shuttle Service (TO2)

Remote lots not needed if other options pursued.



METRA

METRA STATION CODE: 15242				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
3	PAVED	22	.50/DAY	ALL
5	PAVED	91	.50/DAY	ALL
6	PAVED	60	35./Q 45./Q	RES NRS
7	PAVED	50	.50/DAY	RES
8	PAVED	32	.50/DAY	ALL
9	PAVED	26	35./Q 45./Q	RES NRS
10	PAVED	44	35./Q 45./Q	RES NRS
11	PAVED	82	.50/DAY	ALL
12	PAVED	189	.50/DAY	ALL
13	PAVED	78	.50/DAY	ALL
14	PAVED	19	FREE	
15	PAVED	10	35./Q 45./Q	RES NRS
16	PAVED	18	FREE	

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- JOINT USE LOT
- NEW LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

MILWAUKEE DISTRICT
NORTH LINE

DEERFIELD STATION

CNW-N, CENTRAL STREET, EVANSTON

Restripe Existing Lots (TSM1)

Some opportunity for limited capacity increase by switch to compact stalls in Lots 1 and 2. 20% of stalls could be made compact stalls with net gain of about 10 spaces.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on streets in the immediate vicinity of the station. The surrounding area is mainly residential with the exception of Central Street and Green Bay Road. Parking is unregulated and underused on the more remote residential streets including south side of Colfax at Ashland, both sides of Ashland north of Lincoln, north side of Livingston at Broadway, and east side of Eastwood at Livingston as shown on the map. Estimate there is space for 125 cars within walking distance of station by relaxing parking restrictions in these areas.

Oversell Permit Spaces (TSM3)

No permit spaces.

Change Parking Fee or Fee Structure (TSM4)

Raising fee in Lots 1 and 2 may create additional demand for the free on-street parking noted in TSM2. Lots 4 and 5 are underutilized, higher fees in Lots 1 and 2 may promote use of these free on-street lots.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing test.

Encourage Alternate Station Use (TSM6)

Limited potential as little excess capacity at surrounding CNW-N stations.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use at Dyche Stadium for net gain of 40-100 spaces.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots.

Construct New Commuter Lots (PF2)

Vacant lot at Green Bay north of Livingston as shown on map for gain of approximately 34 spaces.

Convert Existing Non-Commuter Lots (PF3)

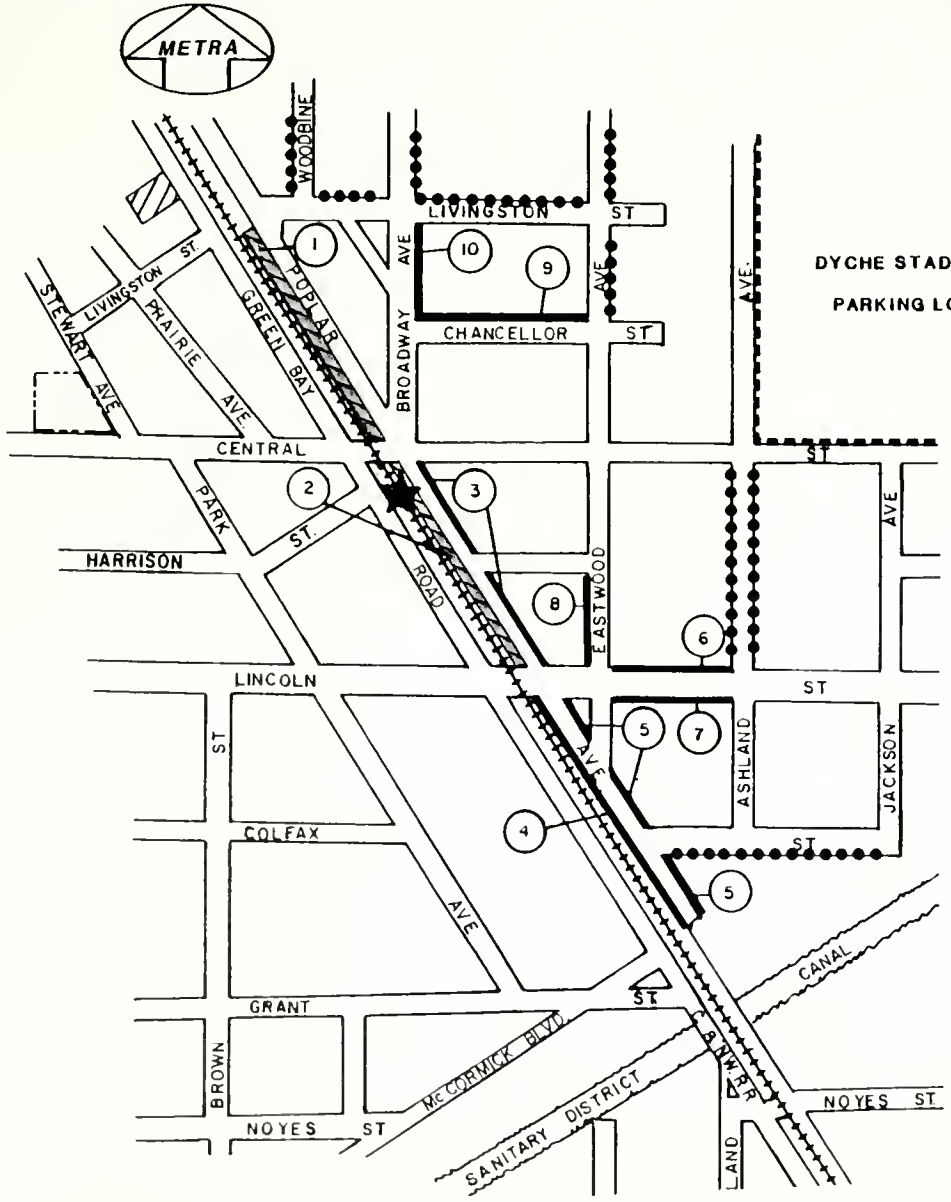
Potential to convert municipal lot on Stewart and Central to commuter use for gain of 40 spaces.

Feeder Bus Service (TO1)

Option not necessary if others pursued.

Remote Parking Facilities with Shuttle Service (TO2)

Option not necessary if others pursued.



METRA STATION CODE: 17133			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	PAVED	75	.25/6HRS ALL
2	PAVED	64	.25/6HRS ALL
3	GRAVEL	17	FREE
4	GRAVEL	30	FREE
5	GRAVEL	19	FREE
6	PAVED	14	FREE
7	PAVED	22	FREE
8	PAVED	26	FREE
9	PAVED	35	FREE
10	PAVED	15	FREE

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RELAX PARKING RESTRICTIONS
- RESTRIPE EXISTING LOT
- JOINT USE LOT
- NEW LOT
- CONVERT EXISTING LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date: MAY 1987

CHICAGO & NORTH WESTERN
NORTH LINE

CENTRAL ST.,
EVANSTON STATION

CNW-N, WILMETTE

Restripe Existing Lots (TSM1)

Lot 3 appears well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Some opportunity to restripe stalls to reduce width in Lots 2 and 4 for gain of approximately 20 spaces.

Some opportunity for limited capacity increase by switch to compact stalls in Lot 1. 20% of stalls could be made compact stalls with net gain of about 15 spaces. Can also convert the kiss & ride area to 5 parking spaces. There appears to be adequate kiss & ride space elsewhere in the station vicinity.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in vicinity of the station. Opportunities for relaxing restrictions exist along east side of Green Bay Road as shown on map for a net gain of 30 spaces.

Oversell Permit Spaces (TSM3)

Not applicable, no permit spaces.

Change Parking Fee or Fee Structure (TSM4)

Lot 4 was underutilized. Some potential to encourage use of Lot 4 by lowering fee for this lot. Gain of approximately 30 spaces if more fully utilized.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing test.

Encourage Alternate Station Use (TSM6)

Limited potential as all nearby stations have little excess parking capacity.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use at supermarket at Central and 11th as shown on map. Net gain of approximately 20 spaces at this location.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots.

Construct New Commuter Lots (PF2)

No acceptable new vacant land areas within reasonable distance of the station.

Convert Existing Non-Commuter Lots (PF3)

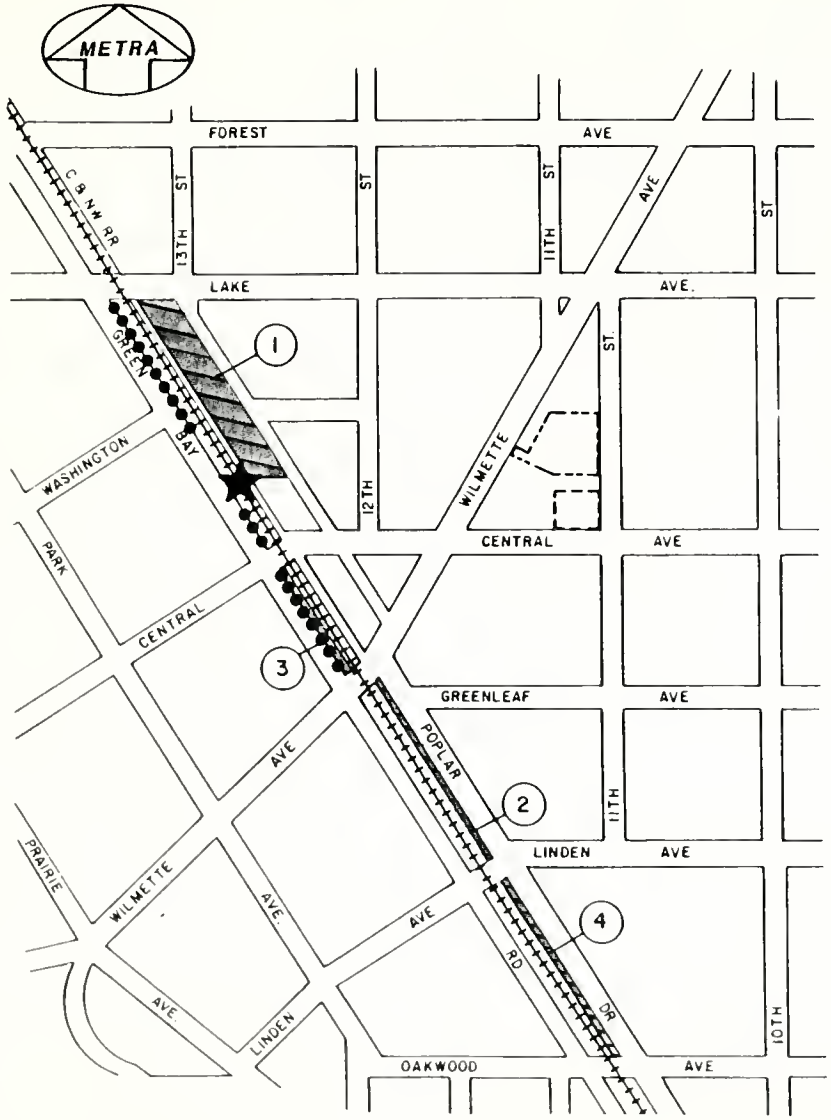
Potential to decrease shopper/business parking in municipal lot on 11th Street for gain of 30 spaces.

Feeder Bus Service (TO1)

Station currently served by PACE all day service.

Remote Parking Facilities with Shuttle Service (TO2)

Other options should increase parking capacity to required need.



METRA STATION CODE: 17144			
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD
1	PAVED	259	.50/12HRS ALL
2	PAVED	81	.50/12HRS ALL
3	PAVED	15	.50/12HRS ALL
4	PAVED	46	.50/12HRS ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- ●●●● RELAX PARKING RESTRICTIONS
- JOINT USE LOT
- CONVERT EXISTING LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTH LINE

WILMETTE STATION

CNW-N, GLENCOE

Restripe Existing Lots (TSM1)

Lots 1, 2, and 4 appear well designed with no opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Some opportunity to restripe to reduce stall width in Lot 3 for gain of approximately 15 spaces.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in vicinity of the station. Opportunities for relaxing restrictions exist along Beech and Crescent as shown on map for a net gain of approximately 15 spaces.

Oversell Permit Spaces (TSM3)

Not applicable, no permit spaces.

Change Parking Fee or Fee Structure (TSM4)

Limited potential to alter fee structure since nearby stations have little excess capacity.

Shared Rides to Stations (TSM5)

Limited potential. Requires marketing study.

Encourage Alternate Station Use (TSM6)

Limited potential as little excess capacity at nearby CNW-N stations.

Locate Potential Joint Use Facilities (TSM7)

No potential for joint use were located.

Expand Existing Lots (PF1)

Lots 2 and 3 can be expanded as shown on map. Net gain of approximately 45 spaces.

Construct New Commuter Lots (PF2)

No acceptable new vacant land areas within reasonable distance of the station.

Convert Existing Non-Commuter Lots (PF3)

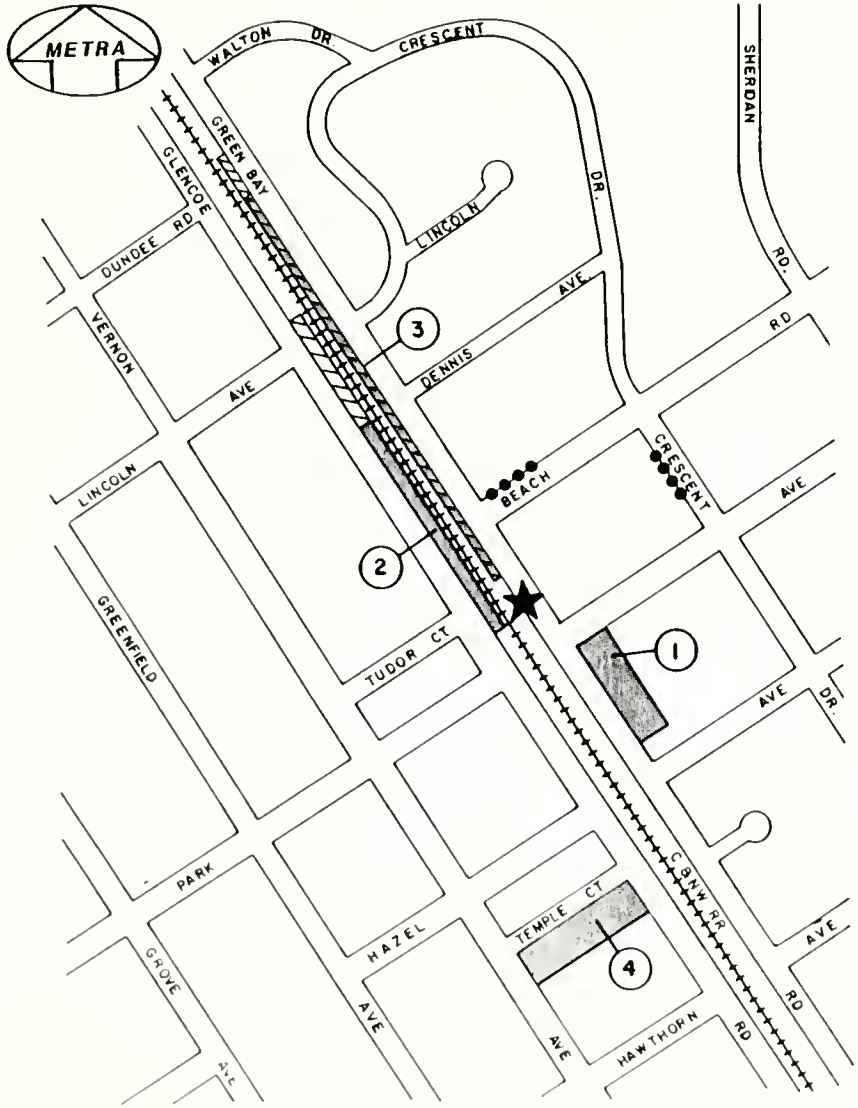
No large non-commuter lots available in the vicinity of the station.

Feeder Bus Service (TO1)

Station currently served by PACE all day service.

Remote Parking Facilities with Shuttle Service (TO2)

Option not necessary.



METRA STATION CODE: 17192				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	127	.50/DAY	ALL
2	PAVED	116	.50/DAY	ALL
3	PAVED	147	.50/DAY	ALL
4	PAVED	136	.50/DAY 25./Q	ALL ALL

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- RESTRIPE EXISTING LOT
- ●●●● RELAX PARKING RESTRICTIONS
- EXPANDED LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN NORTH LINE

GLENCOE STATION

CNW-N, HIGHLAND PARK

Restripe Existing Lots (TSM1)

Existing lots offer little opportunity to increase capacity by general down sizing of stalls, restriping or new layout.

Remove/Relax Parking Restrictions (TSM2)

On-street parking is restricted on all streets in the vicinity of the station. Opportunities for relaxing restrictions exist along First Street as shown on map for a net gain of approximately 20 spaces.

Oversell Permit Spaces (TSM3)

Limited opportunity to oversell permits since all available permit lots were highly utilized.

Change Parking Fee or Fee Structure (TSM4)

Limited potential to alter fee structure since nearby stations and all lots have little excess capacity.

Shared Rides to Stations (TSM5)

Some potential for shared ride programs, requires marketing.

Encourage Alternate Station Use (TSM6)

Limited potential as all nearby stations have little excess parking capacity.

Locate Potential Joint Use Facilities (TSM7)

Possible joint use at High Point Center at Central and First and at Immaculate Conception Church at Deerfield Road and Green Bay as shown on map. Net gain of approximately 120 spaces at these 2 locations.

Expand Existing Lots (PF1)

No vacant or underused land around existing lots.

Construct New Commuter Lots (PF2)

No acceptable new vacant land areas within reasonable distance of the station.

Convert Existing Non-Commuter Lots (PF3)

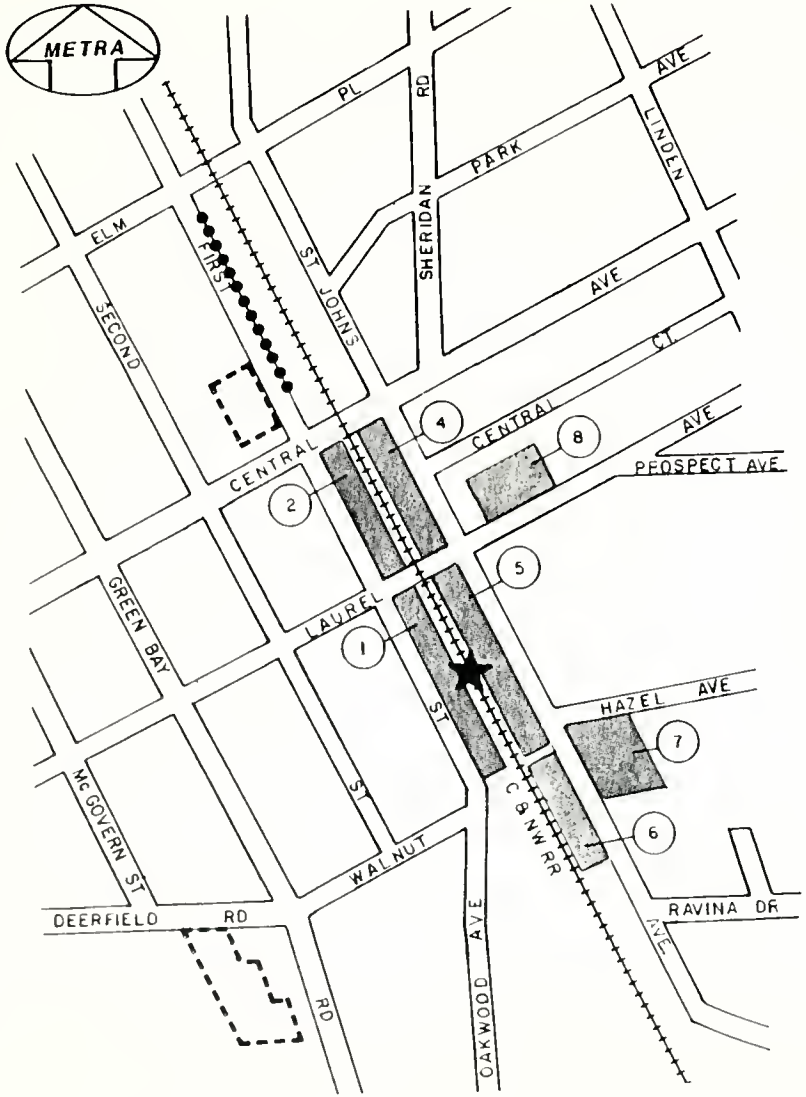
No large non-commuter lots available in the vicinity of the station.

Feeder Bus Service (TO1)

Station currently served by PACE all day service.

Remote Parking Facilities with Shuttle Service (TO2)

Other options should increase capacity to required need. Remote lot potential at Ravinia Park which has 200 spaces available, but should be coupled with use of Braeside or Ravinia stations.



METRA STATION CODE: 17230				
METRA LOT NO.	SURFACE	COMMUTER CAPACITY	FEE/PERIOD	
1	PAVED	125	.75/DAY 35./MO	ALL RES
2	PAVED	37	35./MO 45./MO	RES NRS
4	PAVED	66	.75/12HRS 35./MO	ALL RES
5	PAVED	124	.75/12HRS 35./MO	ALL RES
6	PAVED	80	.75/12HRS 35./MO	ALL RES
7	PAVED	51	.75/12HRS 35./MO	ALL RES
8	PAVED	33	.75/12HRS 35./MO	ALL RES

Metra

SYSTEMWIDE INVENTORY OF COMMUTER RAIL PARKING

- ★ STATION LOCATION
- OFF-STREET LOT
- ON-STREET PARKING
- (1) PARKING LOCATION IDENTIFICATION NUMBERS
- ●●●● RELAX PARKING RESTRICTIONS
- JOINT USE LOT

200' 0 400' 800'

APPROXIMATE SCALE IN FEET

Date MAY 1987

CHICAGO & NORTH WESTERN
NORTH LINE

HIGHLAND PARK STATION

APPENDIX 6

APPENDIX 6

Unit cost assumptions for conventional options.

TSM1	Restripe existing lots at $20-50/space for an average $35/space.
TSM2	Relax parking restrictions involving resigning feasible areas at cost of $5-10/space for an average $7.50/space.
TSM3	Oversell permits requiring additional clerical and administrative costs at $.50/space.
TSM4	Modify pricing practices again incurring additional clerical and administrative costs at $.50/space.
TSM7	Joint use facilities requiring leasing space and liability insurance coverage at $750 to $350/space for an average $250/space.
PF1 and PF2	Construction of new spaces at $1,200 per space land acquisition cost plus $2,500 per space engineering and construction cost. A 30% contingency cost has been added to these costs for this option.
PF3	Conversion of existing non-commuter lots at an annual lease cost of $250/space.

APPENDIX 7

APPENDIX 7
MAINTENANCE AND IMPROVEMENT
COST SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNER TYPE	PCI	COND RATING	DESIGN CAPACITY	EST LOT SIZE (100 SQ FT)	IMPROVE COST ($100)	UPGRADE COST ($100)
** RAILROAD LINE MED-SC													
1120	MED-SC	83RD ST	1	OFF-DES		GRAVEL	MUN	35	FAIR	17	67.20	13.44	268.80
1130	MED-SC	91ST ST	1	OFF-NON		GRAVEL	UNK	18	POOR	98	393.75	78.75	1575.00
1130	MED-SC	91ST ST	2	OFF-NON		UNIMP	UNK	18	POOR	32	126.00	25.20	504.00
** RAILROAD LINE CSS													
3190	CSS	HEGEWISCH	1	OFF-NON		GRAVEL	CAR	58	GOOD	171	682.50	68.25	2730.00
3190	CSS	HEGEWISCH	3	OFF-DES		GRAVEL	CAR	58	GOOD	210	840.00	84.00	3360.00
** RAILROAD LINE MED-BI													
4167	MED-BI	WEST PULLMAN	1	OFF-NON		UNIMP	UNK	7	POOR	22	90.00	18.00	360.00
4179	MED-BI	ASHLAND	1	OFF-DES		PARTGRV	CAR	18	POOR	36	142.40	28.48	569.60
4189	MED-BI	VERMONT, BLUE ISLAND	5	OFF-NON		PAVED	CAR	22	FAIR	52	208.00	260.00	0.00
** RAILROAD LINE MED													
5173	MED	RIVERDALE, 137TH ST	4	OFF-DES		PAVED	CAR	68	GOOD	37	148.00	74.00	0.00
5173	MED	RIVERDALE, 137TH ST	6	OFF-DES		GRAVEL	MUN	55	GOOD	29	116.00	11.60	464.00
5173	MED	RIVERDALE, 137TH ST	7	OFF-DES		GRAVEL	MUN	55	GOOD	25	100.00	10.00	400.00
5173	MED	RIVERDALE, 137TH ST	8	OFF-DES		GRAVEL	MUN	50	GOOD	32	127.60	12.76	510.40
5182	MED	IVANHOE, 144TH ST	1	OFF-DES		GRAVEL	MUN	55	GOOD	51	204.00	20.40	816.00
5182	MED	IVANHOE, 144TH ST	2	OFF-DES		PAVED	MUN	81	VGOOD	293	1172.00	58.60	0.00
5190	MED	147TH ST	1	OFF-DES		PARTPAV	MUN	31	POOR	263	1052.00	4208.00	0.00
5190	MED	147TH ST	2	OFF-DES		PAVED	MUN	74	VGOOD	98	392.00	19.60	0.00
5190	MED	147TH ST	3	OFF-DES		GRAVEL	MUN	35	FAIR	339	1232.10	246.42	4928.40
5200	MED	HARVEY	1	OFF-DES		PAVED	MUN	69	GOOD	832	3328.00	1664.00	0.00
5223	MED	HAZELCREST	2	OFF-DES		PAVED	MUN	81	VGOOD	12	48.00	2.40	0.00
5235	MED	HOMEWOOD	1	OFF-DES		PAVED	MUN	43	FAIR	197	788.00	985.00	0.00
5235	MED	HOMEWOOD	2	OFF-DES		PAVED	MUN	78	VGOOD	110	440.00	22.00	0.00
5235	MED	HOMEWOOD	5	OFF-NON		PAVED	MUN	73	VGOOD	61	244.00	12.20	0.00
5249	MED	FLOSSMOOR	2	OFF-DES		PAVED	MUN	32	POOR	90	360.00	1440.00	0.00
5282	MED	MATTESON	1	OFF-DES		PAVED	MUN	84	VGOOD	771	3084.00	154.20	0.00
5293	MED	RICHTON PARK	1	OFF-DES		PAVED	MUN	80	VGOOD	91	364.00	18.20	0.00
5293	MED	RICHTON PARK	2	OFF-DES		PAVED	MUN	82	VGOOD	13	52.00	2.60	0.00
5293	MED	RICHTON PARK	3	OFF-DES		PAVED	MUN	80	VGOOD	186	744.00	37.20	0.00
5293	MED	RICHTON PARK	4	OFF-DES		PAVED	MUN	80	VGOOD	321	1284.00	64.20	0.00
5293	MED	RICHTON PARK	5	OFF-DES		PAVED	MUN	82	VGOOD	100	400.00	20.00	0.00
5293	MED	RICHTON PARK	6	OFF-DES		PAVED	MUN	82	VGOOD	9	36.00	1.80	0.00
5315	MED	UNIVERSITY PARK	1	OFF-DES		PAVED	MUN	33	POOR	80	320.00	1280.00	0.00
5315	MED	UNIVERSITY PARK	2	OFF-DES		PAVED	MUN	47	FAIR	62	248.00	310.00	0.00
5315	MED	UNIVERSITY PARK	3	OFF-DES		PAVED	MUN	54	FAIR	194	776.00	970.00	0.00
** RAILROAD LINE RID													
6120	RID	WASHINGTON HTS,103RD	1	OFF-DES		PARTGRV	PUB	35	FAIR	64	256.80	51.36	1027.20
6172	RID	ROBBINS	1	OFF-DES		GRAVEL	UNK	35	FAIR	19	75.00	15.00	300.00
6184	RID	MIDLOTHIAN	2	OFF-NON		GRAVEL	PUB	40	FAIR	69	276.00	55.20	1104.00
6184	RID	MIDLOTHIAN	3	OFF-NON		PARTGRV	MUN	22	FAIR	16	64.00	12.80	256.00

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6204	RID	OAK FOREST	1	OFF-DES		PAVED	MUN	49	FAIR	521	2084.00	2605.00	0.00
6204	RID	OAK FOREST	2	OFF-DES		PAVED	MUN	76	VGOOD	189	756.00	37.80	0.00
6235	RID	TINLEY PARK	2	OFF-DES		PAVED	CAR	80	VGOOD	83	332.00	16.60	0.00
6235	RID	TINLEY PARK	3	OFF-DES		PAVED	CAR	62	GOOD	56	224.00	112.00	0.00
6235	RID	TINLEY PARK	4	OFF-DES		PAVED	CAR	82	VGOOD	66	264.00	13.20	0.00
6235	RID	TINLEY PARK	8	ON-DES	OFF	PAVED	MUN	62	GOOD	11	27.50	13.75	0.00
6235	RID	TINLEY PARK	9	ON-DES	OFF	PAVED	MUN	62	GOOD	9	22.50	11.25	0.00
6251	RID	80TH ST, TINLEY PARK	1	OFF-DES		PAVED	MUN	83	VGOOD	705	2820.00	141.00	0.00
6296	RID	MOKENA	1	OFF-DES		PAVED	MUN	78	VGOOD	156	624.00	31.20	0.00
6296	RID	MOKENA	3	OFF-DES		GRAVEL	MUN	40	FAIR	31	124.00	24.80	496.00
6402	RID	JOLIET	1	OFF-DES		GRAVEL	PUB	66	GOOD	137	548.00	54.80	2192.00
6402	RID	JOLIET	4	OFF-DES		PAVED	PUB	50	FAIR	28	112.00	140.00	0.00
** RAILROAD LINE RID-B													
7106	RID-B	BRAINERD	1	OFF-DES		GRAVEL	UNK	16	POOR	21	84.50	16.90	338.00
7106	RID-B	BRAINERD	4	ON-NON		GRAVEL	MUN	0	NR	24	48.60	0.00	194.40
7113	RID-B	91ST ST, BEVERLY	1	OFF-DES		PAVED	PUB	40	FAIR	133	532.00	665.00	0.00
7113	RID-B	91ST ST, BEVERLY	4	ON-DES	OFF	PARTGRV	PUB	38	FAIR	25	62.92	12.58	251.68
7117	RID-B	95TH ST, BEVERLY	2	ON-DES	OFF	PARTPAV	CAR	12	POOR	34	85.00	340.00	0.00
7117	RID-B	95TH ST, BEVERLY	3	OFF-DES		PAVED	MUN	54	FAIR	134	536.00	670.00	0.00
7123	RID-B	99TH ST	1	OFF-DES		GRAVEL	CAR	40	FAIR	51	204.60	40.92	818.40
7123	RID-B	99TH ST	2	OFF-DES		GRAVEL	CAR	40	FAIR	56	225.90	45.18	903.60
7123	RID-B	99TH ST	6	OFF-DES		PARTGRV	CAR	40	FAIR	19	75.32	15.06	301.28
7128	RID-B	103RD ST	1	OFF-DES		PAVED	CAR	80	VGOOD	90	360.00	18.00	0.00
7128	RID-B	103RD ST	2	OFF-DES		PARTGRV	CAR	35	FAIR	56	224.40	44.88	897.60
7128	RID-B	103RD ST	10	ON-NON		GRAVEL	CAR	0	NR	132	264.88	0.00	1059.52
7133	RID-B	107TH ST	1	OFF-DES		PARTGRV	CAR	35	FAIR	28	112.50	22.50	450.00
7133	RID-B	107TH ST	3	OFF-DES		PARTGRV	CAR	39	FAIR	103	412.20	82.44	1648.80
7133	RID-B	107TH ST	4	OFF-DES		PARTGRV	CAR	35	FAIR	103	412.20	82.44	1648.80
7138	RID-B	111TH ST,MORGAN PARK	1	OFF-DES		UNIMP	UNK	12	POOR	57	228.00	45.60	912.00
7138	RID-B	111TH ST,MORGAN PARK	3	OFF-NON		GRAVEL	CAR	22	FAIR	24	95.90	19.18	383.60
7138	RID-B	111TH ST,MORGAN PARK	4	OFF-NON		PAVED	CAR	45	FAIR	11	43.00	53.75	0.00
7138	RID-B	111TH ST,MORGAN PARK	8	OFF-NON		GRAVEL	CAR	40	FAIR	6	24.30	4.86	97.20
7138	RID-B	111TH ST,MORGAN PARK	9	OFF-DES		PARTGRV	CAR	22	FAIR	132	526.20	105.24	2104.80
7143	RID-B	115TH ST,MORGAN PARK	1	ON-DES	OFF	GRAVEL	CAR	40	FAIR	91	227.40	45.48	909.60
7143	RID-B	115TH ST,MORGAN PARK	2	ON-DES	OFF	GRAVEL	CAR	82	EXCEL	36	90.00	0.00	360.00
7148	RID-B	119TH ST	2	OFF-DES		PARTGRV	MUN	30	FAIR	37	147.94	29.59	591.76
7148	RID-B	119TH ST	3	OFF-DES		PARTGRV	MUN	30	FAIR	20	80.00	16.00	320.00
7158	RID-B	PRAIRIE, BLUE ISLAN	2	OFF-NON		GRAVEL	CAR	76	GOOD	6	25.00	2.50	100.00
** RAILROAD LINE NWR													
8152	NWR	OAK LAWN	4	OFF-NON		PAVED	MUN	85	VGOOD	28	112.00	5.60	0.00
8182	NWR	WORTH	2	OFF-DES		GRAVEL	MUN	60	GOOD	31	125.43	12.54	501.72
8203	NWR	PALOS PARK	1	OFF-DES		PAVED	MUN	20	FAIR	21	84.60	105.75	0.00
8236	NWR	ORLAND PARK	2	OFF-DES		PAVED	MUN	80	VGOOD	30	120.00	6.00	0.00

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** RAILROAD LINE MHC													
9103	MHC	GLENN	1	OFF-NON		PARTGRV	CAR	48	FAIR	97	387.75	77.55	1551.00
9103	MHC	GLENN	2	OFF-NON		PARTGRV	CAR	48	FAIR	24	96.00	19.20	384.00
9175	MHC	WILLOW SPRINGS	1	OFF-DES		PAVED	MUN	17	POOR	22	89.20	356.80	0.00
9175	MHC	WILLOW SPRINGS	2	OFF-DES		PARTPAV	MUN	17	POOR	47	188.00	752.00	0.00
9253	MHC	LEMONT	1	OFF-DES		PARTPAV	CAR	18	POOR	83	330.40	1321.60	0.00
9253	MHC	LEMONT	2	OFF-DES		PARTGRV	CAR	43	FAIR	19	75.00	15.00	300.00
** RAILROAD LINE BNR													
10070	BNR	CICERO	1	OFF-DES		PAVED	CAR	50	FAIR	146	584.00	730.00	0.00
10085	BNR	CLYDE	1	OFF-NON		GRAVEL	CAR	54	GOOD	51	204.75	20.48	819.00
10091	BNR	LAVERGNE	1	ON-DES	OFF	PAVED	MUN	53	FAIR	91	227.50	284.38	0.00
10091	BNR	LAVERGNE	2	ON-DES	OFF	PAVED	MUN	75	VGOOD	81	202.50	10.12	0.00
10096	BNR	BERWYN	1	ON-DES	OFF	PAVED	MUN	75	VGOOD	76	190.00	9.50	0.00
10096	BNR	BERWYN	2	ON-DES	OFF	PAVED	MUN	75	VGOOD	15	37.50	1.88	0.00
10096	BNR	BERWYN	3	ON-DES	OFF	PAVED	MUN	70	VGOOD	89	222.50	11.12	0.00
10096	BNR	BERWYN	4	ON-DES	OFF	PAVED	MUN	78	GOOD	70	175.00	87.50	0.00
10096	BNR	BERWYN	6	ON-DES	OFF	PAVED	MUN	66	VGOOD	98	245.00	12.25	0.00
10101	BNR	HARLEM AVE	1	ON-DES	OFF	PAVED	MUN	75	VGOOD	89	222.50	11.12	0.00
10101	BNR	HARLEM AVE	2	ON-DES	OFF	PAVED	MUN	78	VGOOD	81	202.50	10.12	0.00
10111	BNR	RIVERSIDE	1	OFF-DES		PAVED	MUN	62	GOOD	97	388.00	194.00	0.00
10111	BNR	RIVERSIDE	2	OFF-DES		PAVED	MUN	82	VGOOD	20	80.00	4.00	0.00
10111	BNR	RIVERSIDE	3	OFF-DES		PAVED	MUN	68	GOOD	48	192.00	96.00	0.00
10118	BNR	HOLLYWOOD	1	ON-DES	OFF	PAVED	CAR	74	VGOOD	10	25.00	1.25	0.00
10123	BNR	BROOKFIELD	3	ON-DES	OFF	PAVED	CAR	80	VGOOD	49	122.50	6.12	0.00
10123	BNR	BROOKFIELD	6	ON-DES	OFF	PAVED	MUN	81	VGOOD	39	97.50	4.88	0.00
10138	BNR	LAGRANGE ROAD	1	OFF-DES		PAVED	MUN	82	VGOOD	106	424.00	21.20	0.00
10138	BNR	LAGRANGE ROAD	2	OFF-DES		PAVED	MUN	82	VGOOD	37	148.00	7.40	0.00
10138	BNR	LAGRANGE ROAD	3	OFF-DES		GRAVEL	MUN	55	GOOD	32	128.80	12.88	515.20
10138	BNR	LAGRANGE ROAD	6	ON-DES	OFF	PAVED	MUN	75	VGOOD	34	85.00	4.25	0.00
10138	BNR	LAGRANGE ROAD	10	ON-DES	OFF	PAVED	MUN	75	VGOOD	45	112.50	5.62	0.00
10138	BNR	LAGRANGE ROAD	11	ON-DES	OFF	PAVED	MUN	24	VPOOR	44	110.00	440.00	0.00
10138	BNR	LAGRANGE ROAD	12	OFF-DES		PAVED	MUN	72	VGOOD	83	332.00	16.60	0.00
10155	BNR	WESTERN SPRINGS	1	ON-DES	OFF	PAVED	MUN	55	GOOD	85	212.50	106.25	0.00
10155	BNR	WESTERN SPRINGS	2	ON-DES	OFF	PAVED	MUN	55	GOOD	96	240.00	120.00	0.00
10155	BNR	WESTERN SPRINGS	3	ON-DES	OFF	PAVED	MUN	78	VGOOD	103	257.50	12.88	0.00
10164	BNR	HIGHLANDS	2	OFF-DES		PAVED	MUN	31	POOR	62	248.00	992.00	0.00
10164	BNR	HIGHLANDS	3	ON-DES	OFF	PAVED	MUN	45	FAIR	12	30.00	37.50	0.00
10169	BNR	HINSDALE	2	OFF-DES		PAVED	MUN	32	POOR	14	56.00	224.00	0.00
10169	BNR	HINSDALE	3	ON-DES	OFF	PAVED	MUN	72	GOOD	42	105.00	52.50	0.00
10169	BNR	HINSDALE	5	OFF-DES		PAVED	MUN	82	VGOOD	38	152.00	7.60	0.00
10169	BNR	HINSDALE	7	OFF-DES		PAVED	MUN	60	GOOD	30	120.00	60.00	0.00
10169	BNR	HINSDALE	8	OFF-DES		PAVED	MUN	36	POOR	20	80.00	320.00	0.00
10178	BNR	WEST HINSDALE	1	ON-DES	OFF	PAVED	MUN	78	VGOOD	22	55.00	2.75	0.00
10178	BNR	WEST HINSDALE	2	ON-DES	OFF	PAVED	MUN	78	VGOOD	26	65.00	3.25	0.00
10178	BNR	WEST HINSDALE	3	ON-DES	OFF	PAVED	MUN	78	VGOOD	21	52.50	2.62	0.00

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10195	BNR	WESTMONT	1	OFF-DES		PAVED	CAR	62	GOOD	49	196.00	98.00	0.00
10195	BNR	WESTMONT	2	ON-DES	OFF	PAVED	MUN	38	POOR	17	42.50	170.00	0.00
10195	BNR	WESTMONT	3	OFF-DES		PAVED	MUN	80	VGOOD	100	400.00	20.00	0.00
10195	BNR	WESTMONT	4	ON-DES	OFF	PAVED	MUN	48	FAIR	200	500.00	625.00	0.00
10195	BNR	WESTMONT	5	OFF-DES		PAVED	MUN	30	POOR	15	60.00	240.00	0.00
10204	BNR	DOWNERS GR, FAIRVIEW	1	ON-DES	OFF	GRAVEL	MUN	22	VPOOR	10	25.00	5.00	100.00
10204	BNR	DOWNERS GR, FAIRVIEW	2	ON-DES	OFF	GRAVEL	MUN	22	VPOOR	17	42.50	8.50	170.00
10204	BNR	DOWNERS GR, FAIRVIEW	3	OFF-DES		PAVED	MUN	78	VGOOD	232	928.00	46.40	0.00
10212	BNR	DOWNERS GR, MAIN ST	3	OFF-DES		PAVED	CAR	76	VGOOD	36	144.00	7.20	0.00
10212	BNR	DOWNERS GR, MAIN ST	4	OFF-DES		PAVED	MUN	74	VGOOD	37	148.00	7.40	0.00
10212	BNR	DOWNERS GR, MAIN ST	5	ON-DES	OFF	PAVED	CAR	74	VGOOD	64	160.00	8.00	0.00
10212	BNR	DOWNERS GR, MAIN ST	6	ON-DES	OFF	PAVED	CAR	74	VGOOD	50	125.00	6.25	0.00
10212	BNR	DOWNERS GR, MAIN ST	8	OFF-DES		PAVED	CAR	66	GOOD	66	264.00	132.00	0.00
10212	BNR	DOWNERS GR, MAIN ST	9	OFF-DES		PAVED	MUN	62	GOOD	37	148.00	74.00	0.00
10212	BNR	DOWNERS GR, MAIN ST	10	ON-DES	OFF	PAVED	MUN	81	VGOOD	15	37.50	1.88	0.00
10212	BNR	DOWNERS GR, MAIN ST	11	OFF-DES		PAVED	CAR	74	VGOOD	62	248.00	12.40	0.00
10212	BNR	DOWNERS GR, MAIN ST	12	OFF-DES		PAVED	MUN	60	GOOD	76	304.00	152.00	0.00
10212	BNR	DOWNERS GR, MAIN ST	14	OFF-DES		PAVED	MUN	75	VGOOD	52	208.00	10.40	0.00
10226	BNR	BELMONT	1	ON-DES	OFF	PAVED	MUN	76	GOOD	120	300.00	150.00	0.00
10226	BNR	BELMONT	4	OFF-DES		PAVED	MUN	78	VGOOD	355	1420.00	71.00	0.00
10245	BNR	LISLE	1	OFF-DES		PAVED	MUN	54	FAIR	499	1996.00	2495.00	0.00
10245	BNR	LISLE	2	OFF-DES		PAVED	MUN	53	FAIR	107	428.00	535.00	0.00
** RAILROAD LINE CNW-W													
11085	CNW-W	OAK PARK	1	OFF-DES		PAVED	MUN	52	FAIR	94	376.00	470.00	0.00
11085	CNW-W	OAK PARK	2	OFF-DES		PAVED	MUN	66	GOOD	71	284.00	142.00	0.00
11097	CNW-W	RIVER FOREST	1	OFF-DES		PAVED	MUN	82	VGOOD	51	204.00	10.20	0.00
11113	CNW-W	MELROSE PARK	2	OFF-NON		PAVED	MUN	61	GOOD	30	118.17	59.09	0.00
11113	CNW-W	MELROSE PARK	3	OFF-NON		PARTPAV	MUN	43	FAIR	25	99.45	124.31	0.00
11143	CNW-W	BERKELEY	1	OFF-NON		PARTGRV	CAR	18	POOR	112	450.00	90.00	1800.00
11143	CNW-W	BERKELEY	2	OFF-NON		PARTGRV	CAR	18	POOR	13	52.00	10.40	208.00
11157	CNW-W	ELMHURST	1	ON-DES	OFF	PAVED	MUN	82	VGOOD	60	150.00	7.50	0.00
11157	CNW-W	ELMHURST	2	OFF-DES		PAVED	CAR	72	VGOOD	75	300.00	15.00	0.00
11157	CNW-W	ELMHURST	3	ON-DES	OFF	PAVED	MUN	82	VGOOD	104	260.00	13.00	0.00
11157	CNW-W	ELMHURST	4	OFF-DES		PAVED	MUN	50	FAIR	36	144.00	180.00	0.00
11157	CNW-W	ELMHURST	5	ON-DES	OFF	PAVED	CAR	65	GOOD	72	180.00	90.00	0.00
11157	CNW-W	ELMHURST	6	OFF-DES		PAVED	MUN	73	VGOOD	105	420.00	21.00	0.00
11157	CNW-W	ELMHURST	7	OFF-DES		PAVED	MUN	34	POOR	72	288.00	1152.00	0.00
11157	CNW-W	ELMHURST	8	OFF-DES		PAVED	MUN	76	VGOOD	55	220.00	11.00	0.00
11157	CNW-W	ELMHURST	11	ON-DES	OFF	GRAVEL	MUN	57	GOOD	52	130.00	13.00	520.00
11157	CNW-W	ELMHURST	12	ON DES	OFF	PAVED	MUN	65	GOOD	41	102.50	51.25	0.00
11157	CNW-W	ELMHURST	13	OFF-DES		PAVED	MUN	52	FAIR	66	264.00	330.00	0.00
11157	CNW-W	ELMHURST	14	OFF-DES		PAVED	MUN	48	FAIR	200	800.00	1000.00	0.00
11157	CNW-W	ELMHURST	15	OFF-DES		PAVED	MUN	40	POOR	28	112.00	448.00	0.00
11157	CNW-W	ELMHURST	19	OFF-DES		PAVED	MUN	64	GOOD	13	52.00	26.00	0.00
11157	CNW-W	ELMHURST	20	OFF-DES		PAVED	MUN	80	VGOOD	30	120.00	6.00	0.00

APPENDIX 7
MAINTENANCE AND IMPROVEMENT
COST SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNER TYPE	PCI	COND RATING	DESIGN CAPACITY	EST LOT SIZE (100 SQ FT)	IMPROVE COST ($100)	UPGRADE COST ($100)
11157	CNW-W	ELMHURST	21	OFF-DES		PAVED	MUN	32	POOR	42	168.00	672.00	0.00
11178	CNW-W	VILLA PARK	1	OFF-DES		PAVED	MUN	47	FAIR	175	700.00	875.00	0.00
11178	CNW-W	VILLA PARK	2	OFF-DES		PAVED	MUN	37	POOR	89	356.00	1424.00	0.00
11178	CNW-W	VILLA PARK	3	OFF-DES		PAVED	MUN	66	GOOD	94	376.00	188.00	0.00
11178	CNW-W	VILLA PARK	4	OFF-DES		PAVED	CAR	61	GOOD	173	692.00	346.00	0.00
11199	CNW-W	LOMBARD	1	OFF-DES		PAVED	MUN	39	POOR	143	572.00	2288.00	0.00
11199	CNW-W	LOMBARD	2	OFF-DES		PAVED	MUN	13	VPOOR	58	232.00	928.00	0.00
11199	CNW-W	LOMBARD	4	ON-DES	OFF	PAVED	MUN	39	POOR	98	245.00	980.00	0.00
11199	CNW-W	LOMBARD	5	ON-DES	OFF	PAVED	CAR	50	FAIR	74	185.00	231.25	0 00
11199	CNW-W	LOMBARD	6	OFF-JNT		PAVED	MUN	41	FAIR	82	328.00	410.00	0.00
11199	CNW-W	LOMBARD	7	OFF-JNT		PAVED	UNK	14	VPOOR	46	185.76	743.04	0.00
11224	CNW-W	GLEN ELLYN	3	OFF-NON		PAVED	CAR	23	VPOOR	16	64.00	256.00	0.00
11224	CNW-W	GLEN ELLYN	4	OFF-JNT		PAVED	MUN	40	POOR	159	636.00	2544.00	0.00
11224	CNW-W	GLEN ELLYN	5	OFF-DES		PAVED	MUN	28	POOR	27	108.00	432.00	0.00
11224	CNW-W	GLEN ELLYN	6	OFF-DES		PAVED	MUN	30	POOR	273	1092.00	4368.00	0.00
11224	CNW-W	GLEN ELLYN	7	OFF-DES		PAVED	MUN	47	FAIR	14	56.00	70.00	0.00
11238	CNW-W	COLLEGE AVE, WHEATON	2	OFF-DES		PAVED	MUN	35	POOR	179	716.00	2864.00	0.00
11238	CNW-W	COLLEGE AVE, WHEATON	3	OFF-DES		PAVED	MUN	34	POOR	78	312.00	1248.00	0.00
11275	CNW-W	WINFIELD	1	OFF-DES		GRAVEL	MUN	57	GOOD	117	466.20	46.62	1864.80
11275	CNW-W	WINFIELD	2	OFF-DES		GRAVEL	MUN	52	GOOD	60	238.00	23.80	952.00
11275	CNW-W	WINFIELD	3	ON-DES	OFF	PARTPAV	MUN	68	GOOD	22	54.00	27.00	0.00
11275	CNW-W	WINFIELD	4	OFF-DES		GRAVEL	MUN	60	GOOD	49	194.40	19.44	777.60
11355	CNW-W	GENEVA	1	OFF-DES		PAVED	MUN	75	VGOOD	280	1120.00	56.00	0.00
11355	CNW-W	GENEVA	2	OFF-DES		PAVED	MUN	75	VGOOD	48	192.00	9.60	0.00
11355	CNW-W	GENEVA	3	OFF-DES		PARTPAV	MUN	75	VGOOD	96	108.75	5.44	0.00
11355	CNW-W	GENEVA	4	OFF-DES		PAVED	MUN	39	POOR	49	196.00	784.00	0.00
11355	CNW-W	GENEVA	5	OFF-DES		PAVED	MUN	68	GOOD	48	192.00	96.00	0.00
11355	CNW-W	GENEVA	7	ON-DES	OFF	PAVED	MUN	60	GOOD	24	60.00	30.00	0.00
** RAILROAD LINE MWD-W													
12029	MWD-W	WESTERN AVE	1	OFF-NON		GRAVEL	MUN	40	FAIR	25	100.17	20.03	400.68
12095	MWD-W	MONTCLARE	1	OFF-DES		GRAVEL	MUN	40	FAIR	42	168.64	33.73	674.56
12102	MWD W	ELMWOOD PARK	1	ON-DES	OFF	PAVED	MUN	65	GOOD	120	300.00	150.00	0.00
12132	MWD-W	FRANKLIN PARK	2	OFF-DES		PAVED	MUN	38	POOR	51	204.00	816.00	0.00
12140	MWD-W	MANNHEIM	1	ON-NON		GRAVEL	MUN	0	NR	14	27.83	0.00	111.32
12172	MWD-W	BENSENVILLE	2	OFF-DES		PAVED	MUN	59	GOOD	96	384.00	192.00	0.00
12191	MWD-W	WOODDALE	1	OFF-DES		PAVED	MUN	77	VGOOD	109	436.00	21.80	0.00
12191	MWD-W	WOODDALE	2	OFF-DES		PAVED	MUN	68	GOOD	210	840.00	420.00	0.00
12191	MWD-W	WOODDALE	3	OFF-DES		PAVED	MUN	81	VGOOD	139	556.00	27.80	0.00
12210	MWD-W	ITASCA	2	OFF-DES		PAVED	CAR	58	GOOD	28	112.00	56.00	0.00
12210	MWD-W	ITASCA	3	ON-DES	OFF	PARTPAV	CAR	47	FAIR	28	70.00	87.50	0.00
12230	MWD-W	MEDINAH	1	OFF-DES		PAVED	PUB	17	VPOOR	94	376.00	1504.00	0.00
12230	MWD-W	MEDINAH	2	OFF-DES		GRAVEL	PUB	65	GOOD	59	236.00	23.60	944.00
12239	MWD-W	ROSELLE	4	OFF-DES		PAVED	MUN	62	GOOD	72	288.00	144.00	0.00
12265	MWD-W	SCHAUMBURG	1	OFF-DES		PAVED	MUN	83	VGOOD	323	1292.00	64.60	0.00
12265	MWD-W	SCHAUMBURG	3	OFF-DES		PAVED	MUN	81	VGOOD	360	1440.00	72.00	0.00

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MAINTENANCE AND IMPROVEMENT
COST SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNER TYPE	PCI	COND RATING	DESIGN CAPACITY	EST LOT SIZE (100 SQ FT)	IMPROVE COST ($100)	UPGRADE COST ($100)
12265	MWD-W	SCHAUMBURG	4	OFF-DES		PAVED	MUN	80	VGOOD	414	1656.00	82.80	0.00
12301	MWD-W	BARTLETT	5	OFF-DES		PAVED	MUN	70	GOOD	91	364.00	182.00	0.00
12360	MWD-W	NATIONAL ST	4	OFF-NON		GRAVEL	MUN	55	FAIR	25	100.00	20.00	400.00
12360	MWD-W	NATIONAL ST	5	OFF-NON		GRAVEL	MUN	12	POOR	3	12.00	2.40	48.00
12366	MWD-W	ELGIN	1	OFF-DES		PARTPAV	CAR	32	FAIR	216	864.00	1080.00	0.00
12366	MWD-W	ELGIN	2	OFF-DES		PARTPAV	CAR	30	FAIR	53	212.00	265.00	0.00
** RAILROAD LINE CNW-NW													
13029	CNW-NW	CLYBOURN	1	OFF-DES		PAVED	CAR	0	FAIL	7	28.00	224.00	0.00
13091	CNW-NW	JEFFERSON PARK	1	OFF-DES		PARTGRV	CAR	42	FAIR	56	225.00	45.00	900.00
13101	CNW-NW	GLADSTONE PARK	1	OFF-DES		PAVED	CAR	68	GOOD	10	40.00	20.00	0.00
13126	CNW-NW	EDISON PARK	1	OFF-DES		GRAVEL	CAR	25	POOR	48	193.14	38.63	772.56
13126	CNW-NW	EDISON PARK	2	OFF-DES		GRAVEL	CAR	15	POOR	92	368.28	73.66	1473.12
13126	CNW-NW	EDISON PARK	4	OFF-DES		PAVED	CAR	18	POOR	22	90.00	360.00	0.00
13135	CNW-NW	PARK RIDGE	2	OFF-DES		PAVED	MUN	58	GOOD	34	136.00	68.00	0.00
13135	CNW-NW	PARK RIDGE	3	OFF-DES		PAVED	MUN	72	VGOOD	41	164.00	8.20	0.00
13135	CNW-NW	PARK RIDGE	4	OFF-DES		PAVED	MUN	66	GOOD	57	228.00	114.00	0.00
13150	CNW-NW	DEE ROAD	1	OFF-DES		PAVED	MUN	52	FAIR	24	96.00	120.00	0.00
13150	CNW-NW	DEE ROAD	2	OFF-DES		PAVED	MUN	47	FAIR	110	440.00	550.00	0.00
13171	CNW-NW	DES PLAINES	1	OFF-DES		PAVED	MUN	22	VPOOR	190	760.00	3040.00	0.00
13171	CNW-NW	DES PLAINES	4	OFF-DES		PAVED	CAR	58	GOOD	28	112.00	56.00	0.00
13171	CNW-NW	DES PLAINES	5	OFF-DES		PAVED	CAR	18	VPOOR	86	344.00	1376.00	0.00
13171	CNW-NW	DES PLAINES	6	OFF-DES		PAVED	MUN	49	FAIR	243	972.00	1215.00	0.00
13171	CNW-NW	DES PLAINES	7	OFF-DES		PAVED	MUN	36	POOR	47	188.00	752.00	0.00
13200	CNW-NW	MOUNT PROSPECT	1	OFF-DES		PAVED	MUN	78	VGOOD	288	1152.00	57.60	0.00
13200	CNW-NW	MOUNT PROSPECT	2	OFF-DES		PAVED	CAR	58	GOOD	22	88.00	44.00	0.00
13200	CNW-NW	MOUNT PROSPECT	3	OFF-DES		PAVED	CAR	67	GOOD	144	576.00	288.00	0.00
13200	CNW-NW	MOUNT PROSPECT	4	OFF-DES		PAVED	CAR	66	GOOD	160	640.00	320.00	0.00
13200	CNW-NW	MOUNT PROSPECT	8	OFF-DES		PAVED	MUN	55	GOOD	50	200.00	100.00	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	2	OFF-DES		PAVED	MUN	49	FAIR	70	280.00	350.00	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	4	OFF-DES		GRAVEL	MUN	53	GOOD	22	88.44	8.84	353.76
13228	CNW-NW	ARLINGTON HEIGHTS	5	OFF-DES		PAVED	MUN	43	FAIR	47	188.00	235.00	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	6	OFF-JNT		PAVED	MUN	41	FAIR	25	100.00	125.00	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	7	OFF-DES		PAVED	MUN	45	FAIR	70	280.00	350.00	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	8	OFF-DES		PAVED	MUN	48	FAIR	124	496.00	620.00	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	10	OFF-DES		PAVED	MUN	64	GOOD	94	376.00	188.00	0.00
13228	CNW-NW	ARLINGTON HEIGHTS	11	OFF-DES		PAVED	MUN	69	GOOD	92	368.00	184.00	0.00
13268	CNW-NW	PALATINE	1	ON-DES	OFF	PAVED	MUN	67	GOOD	142	355.00	177.50	0.00
13268	CNW-NW	PALATINE	2	ON-DES	OFF	PAVED	MUN	69	GOOD	73	182.50	91.25	0.00
13268	CNW-NW	PALATINE	3	OFF-DES		PAVED	MUN	30	POOR	162	648.00	2592.00	0.00
13268	CNW-NW	PALATINE	4	ON-DES	OFF	PAVED	MUN	57	GOOD	24	60.00	30.00	0.00
13268	CNW-NW	PALATINE	5	OFF-DES		PAVED	MUN	80	VGOOD	90	360.00	18.00	0.00
13268	CNW-NW	PALATINE	6	OFF-DES		PAVED	MUN	57	GOOD	175	700.00	350.00	0.00
13268	CNW-NW	PALATINE	7	OFF-DES		PAVED	MUN	52	FAIR	463	1852.00	2315.00	0.00
13268	CNW-NW	PALATINE	8	OFF-DES		PAVED	MUN	31	POOR	32	128.00	512.00	0.00
13268	CNW-NW	PALATINE	10	OFF-DES		PAVED	MUN	37	POOR	33	132.00	528.00	0.00

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COST SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNER TYPE	PCI	COND RATING	DESIGN CAPACITY	EST LOT SIZE (100 SQ FT)	IMPROVE COST ($100)	UPGRADE COST ($100)
13268	CNW-NW	PALATINE	11	ON-DES	OFF	PAVED	MUN	38	POOR	48	120.00	480.00	0.00
13319	CNW-NW	BARRINGTON	2	OFF-DES		PAVED	MUN	47	FAIR	178	712.00	890.00	0.00
13319	CNW-NW	BARRINGTON	3	OFF-DES		PAVED	MUN	77	VGOOD	169	676.00	33.80	0.00
13319	CNW-NW	BARRINGTON	4	OFF-DES		PAVED	MUN	76	VGOOD	181	724.00	36.20	0.00
13319	CNW-NW	BARRINGTON	5	OFF-DES		PAVED	MUN	78	VGOOD	340	1360.00	68.00	0.00
13319	CNW-NW	BARRINGTON	6	OFF-DES		PAVED	MUN	76	VGOOD	44	176.00	8.80	0.00
13373	CNW-NW	FOX RIVER GROVE	1	OFF-DES		GRAVEL	CAR	34	FAIR	73	290.70	58.14	1162.80
13373	CNW-NW	FOX RIVER GROVE	2	OFF-DES		GRAVEL	CAR	46	FAIR	51	205.20	41.04	820.80
13386	CNW-NW	CARY	3	OFF-DES		PAVED	CAR	48	FAIR	50	200.00	250.00	0.00
13386	CNW-NW	CARY	4	ON-DES	OFF	GRAVEL	MUN	16	POOR	56	140.00	28.00	560.00
13386	CNW-NW	CARY	5	ON-DES	OFF	PAVED	CAR	16	POOR	12	30.00	120.00	0.00
13386	CNW-NW	CARY	6	ON-DES	OFF	PAVED	MUN	58	GOOD	7	17.50	8.75	0.00
13432	CNW-NW	CRYSTAL LAKE	1	OFF-DES		PAVED	MUN	77	VGOOD	72	288.00	14.40	0.00
13432	CNW-NW	CRYSTAL LAKE	2	OFF-DES		PAVED	MUN	79	VGOOD	48	192.00	9.60	0.00
13432	CNW-NW	CRYSTAL LAKE	3	OFF-DES		PAVED	MUN	85	VGOOD	90	360.00	18.00	0.00
13432	CNW-NW	CRYSTAL LAKE	4	OFF-DES		PAVED	CAR	74	VGOOD	65	260.00	13.00	0.00
13432	CNW-NW	CRYSTAL LAKE	5	OFF-DES		PAVED	MUN	77	VGOOD	130	520.00	26.00	0.00
13432	CNW-NW	CRYSTAL LAKE	6	OFF-DES		PAVED	MUN	78	VGOOD	29	116.00	5.80	0.00
13432	CNW-NW	CRYSTAL LAKE	7	OFF-DES		PAVED	MUN	47	FAIR	33	132.00	165.00	0.00
13432	CNW-NW	CRYSTAL LAKE	10	OFF-DES		PAVED	MUN	74	VGOOD	23	92.00	4.60	0.00
13506	CNW-NW	MCHENRY	1	OFF-NON		GRAVEL	MUN	67	GOOD	27	108.00	10.80	432.00
13506	CNW-NW	MCHENRY	6	OFF-NON		GRAVEL	CAR	47	FAIR	70	280.80	56.16	1123.20
13516	CNW-NW	WOODSTOCK	5	OFF-DES		PAVED	MUN	59	GOOD	29	116.00	58.00	0.00
13631	CNW-NW	HARVARD	2	OFF-DES		PAVED	MUN	77	VGOOD	47	188.00	9.40	0.00
** RAILROAD LINE MWD-N													
15064	MWD-N	HEALY	1	OFF-NON		PAVED	CAR	10	FAIL	21	84.00	672.00	0.00
15082	MWD-N	GRAYLAND	6	OFF-NON		UNIMP	CAR	37	FAIR	8	32.00	6.40	128.00
15102	MWD-N	FOREST GLEN	1	OFF-NON		GRAVEL	PUB	35	FAIR	45	180.00	36.00	720.00
15102	MWD-N	FOREST GLEN	2	ON-NON	OFF	GRAVEL	CAR	0	NR	12	30.00	0.00	120.00
15116	MWD-N	EDGEBROOK	1	ON-DES	OFF	PAVED	MUN	62	GOOD	73	182.50	91.25	0.00
15116	MWD-N	EDGEBROOK	2	ON-DES	OFF	PARTPAV	MUN	63	GOOD	28	69.60	34.80	0.00
15143	MWD-N	MORTON GROVE	2	ON-DES	OFF	PAVED	MUN	80	VGOOD	48	120.00	6.00	0.00
15143	MWD-N	MORTON GROVE	3	OFF-DES		PAVED	CAR	84	VGOOD	106	424.00	21.20	0.00
15143	MWD-N	MORTON GROVE	4	ON-DES	OFF	PAVED	CAR	68	GOOD	120	300.00	150.00	0.00
15143	MWD-N	MORTON GROVE	5	ON-NON	OFF	PAVED	MUN	80	VGOOD	4	10.00	0.50	0.00
15162	MWD-N	GOLF	1	OFF-DES		GRAVEL	MUN	43	FAIR	15	60.00	12.00	240.00
15174	MWD-N	GLENVIEW	1	OFF-DES		PAVED	MUN	60	GOOD	102	408.00	204.00	0.00
15174	MWD-N	GLENVIEW	2	OFF-DES		PAVED	MUN	80	VGOOD	145	580.00	29.00	0.00
15174	MWD-N	GLENVIEW	6	ON-DES	OFF	PAVED	CAR	57	GOOD	32	80.00	40.00	0.00
15174	MWD-N	GLENVIEW	7	ON DES	OFF	PAVED	MUN	67	GOOD	41	102.50	51.25	0.00
15174	MWD N	GLENVIEW	8	ON-DES	OFF	PAVED	CAR	84	VGOOD	92	230.00	11.50	0.00
15174	MWD N	GLENVIEW	9	ON-DES	OFF	PAVED	CAR	37	POOR	106	265.00	1060.00	0.00
15174	MWD N	GLENVIEW	10	ON-DES	OFF	PAVED	MUN	41	FAIR	103	257.50	321.88	0.00
15174	MWD-N	GLENVIEW	11	ON DES	OFF	PAVED	MUN	84	VGOOD	15	37.50	1.88	0.00
15211	MWD N	NORTHBROOK	1	OFF-DES		PAVED	MUN	50	FAIR	407	1628.00	2035.00	0.00

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STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNER TYPE	PCI	COND RATING	DESIGN CAPACITY	EST LOT SIZE (100 SQ FT)	IMPROVE COST ($100)	UPGRADE COST ($100)
15211	MWD-N	NORTHBROOK	3	OFF-DES		PAVED	CAR	54	FAIR	41	164.00	205.00	0.00
15211	MWD-N	NORTHBROOK	4	OFF-DES		PAVED	CAR	47	FAIR	66	264.00	330.00	0.00
15242	MWD-N	DEERFIELD	3	OFF-DES		PAVED	MUN	67	GOOD	22	88.00	44.00	0.00
15242	MWD-N	DEERFIELD	5	OFF-DES		PAVED	MUN	62	GOOD	91	364.00	182.00	0.00
15242	MWD-N	DEERFIELD	6	ON-DES	OFF	PAVED	MUN	50	FAIR	60	150.00	187.50	0.00
15242	MWD-N	DEERFIELD	7	ON-DES	OFF	PAVED	MUN	21	VPOOR	50	125.00	500.00	0.00
15242	MWD-N	DEERFIELD	8	ON-DES	OFF	PAVED	MUN	59	GOOD	32	80.00	40.00	0 00
15242	MWD-N	DEERFIELD	9	OFF-DES		PAVED	MUN	82	VGOOD	27	108.00	5.40	0.00
15242	MWD-N	DEERFIELD	10	OFF-DES		PAVED	MUN	67	GOOD	44	176.00	88.00	0.00
15242	MWD-N	DEERFIELD	11	ON-DES	OFF	PAVED	MUN	53	FAIR	82	205.00	256.25	0.00
15242	MWD-N	DEERFIELD	12	OFF-DES		PAVED	MUN	83	VGOOD	191	764.00	38.20	0.00
15242	MWD-N	DEERFIELD	13	ON-DES	OFF	PAVED	MUN	82	GOOD	78	195.00	97.50	0.00
15242	MWD-N	DEERFIELD	15	ON-DES	OFF	PAVED	MUN	57	GOOD	10	25.00	12.50	0.00
15280	MWD-N	LAKE FOREST	4	OFF-DES		PARTPAV	MUN	53	FAIR	22	88.75	110.94	0.00
15355	MWD-N	LIBERTYVILLE	1	OFF-DES		PAVED	CAR	64	GOOD	278	1112.00	556.00	0.00
15355	MWD-N	LIBERTYVILLE	2	OFF-DES		PAVED	MUN	43	FAIR	26	104.00	130.00	0.00
15355	MWD-N	LIBERTYVILLE	3	OFF-DES		PAVED	CAR	79	VGOOD	77	308.00	15.40	0.00
15410	MWD-N	GRAYSLAKE	1	OFF-DES		PAVED	CAR	65	GOOD	154	616.00	308.00	0.00
15460	MWD-N	LONG LAKE	1	OFF-DES		GRAVEL	CAR	25	FAIR	27	106.75	21.35	427.00
15478	MWD-N	INGLESIDE	1	OFF-DES		GRAVEL	CAR	45	FAIR	40	162.00	32.40	648.00
15495	MWD-N	FOX LAKE	2	OFF-DES		GRAVEL	MUN	19	POOR	22	90.00	18.00	360.00
** RAILROAD LINE CNW-N													
17065	CNW-N	RAVENSWOOD	6	ON-DES	OFF	PAVED	MUN	27	POOR	29	72.50	290.00	0.00
17120	CNW-N	EVANSTON	2	OFF-DES		GRAVEL	MUN	60	GOOD	56	224.00	22.40	896.00
17120	CNW-N	EVANSTON	3	OFF-DES		GRAVEL	MUN	31	FAIR	262	1049.60	209.92	4198.40
17120	CNW-N	EVANSTON	4	ON-DES	OFF	PAVED	MUN	65	GOOD	14	35.00	17.50	0.00
17120	CNW-N	EVANSTON	6	OFF-DES		PAVED	MUN	80	VGOOD	32	128.00	6.40	0.00
17120	CNW-N	EVANSTON	7	OFF-DES		GRAVEL	MUN	30	FAIR	18	70.00	14.00	280.00
17120	CNW-N	EVANSTON	10	ON-DES	OFF	PAVED	MUN	65	GOOD	30	75.00	37.50	0.00
17133	CNW-N	CENTRAL ST, EVANSTON	1	ON-DES	OFF	PAVED	CAR	60	GOOD	75	187.50	93.75	0.00
17133	CNW-N	CENTRAL ST, EVANSTON	2	ON-DES	OFF	PAVED	CAR	78	VGOOD	65	162.50	8.12	0.00
17133	CNW-N	CENTRAL ST, EVANSTON	4	ON-DES		GRAVEL	MUN	0	NR	30	59.50	0.00	238.00
17133	CNW-N	CENTRAL ST, EVANSTON	5	ON-DES		GRAVEL	MUN	0	NR	19	37.80	0.00	151.20
17144	CNW-N	WILMETTE	2	OFF-DES		PAVED	CAR	55	FAIR	81	324.00	405.00	0.00
17144	CNW-N	WILMETTE	3	OFF-DES		PAVED	CAR	82	VGOOD	15	60.00	3.00	0.00
17144	CNW-N	WILMETTE	4	OFF-DES		PAVED	CAR	59	GOOD	46	184.00	92.00	0.00
17152	CNW-N	KENILWORTH	5	ON-DES	OFF	PAVED	MUN	57	GOOD	14	35.00	17.50	0.00
17152	CNW-N	KENILWORTH	6	ON-DES	OFF	PAVED	MUN	45	FAIR	18	45.00	56.25	0.00
17158	CNW-N	INDIAN HILL	3	OFF-DES		PAVED	CAR	49	FAIR	75	300.00	375.00	0.00
17166	CNW-N	WINNETKA	2	OFF-DES		PAVED	MUN	57	GOOD	41	164.00	82.00	0.00
17166	CNW-N	WINNETKA	3	OFF-DES		PAVED	MUN	35	POOR	129	516.00	2064.00	0.00
17166	CNW-N	WINNETKA	5	OFF-DES		PAVED	MUN	43	FAIR	81	324.00	405.00	0.00
17166	CNW-N	WINNETKA	6	ON-DES	OFF	PAVED	MUN	48	FAIR	18	45.00	56.25	0.00
17166	CNW-N	WINNETKA	7	OFF-DES		PAVED	MUN	68	GOOD	44	176.00	88.00	0.00
17177	CNW-N	HUBBARD WOODS	1	OFF-DES		PAVED	CAR	40	FAIR	6	24.00	30.00	0.00

APPENDIX 7
MAINTENANCE AND IMPROVEMENT
COST SUMMARY

STATION CODE	RAIL LINE	STATION NAME	METRA LOT NUMBER	PARKING CATEGORY	OFF-ROAD	SURFACE TYPE	OWNER TYPE	PCI	COND RATING	DESIGN CAPACITY	EST LOT SIZE (100 SQ FT)	IMPROVE COST ($100)	UPGRADE COST ($100)
17177	CNW-N	HUBBARD WOODS	2	OFF-DES		PAVED	MUN	28	POOR	86	344.00	1376.00	0.00
17177	CNW-N	HUBBARD WOODS	3	OFF-DES		PAVED	MUN	82	VGOOD	30	120.00	6.00	0.00
17192	CNW-N	GLENCOE	1	OFF-DES		PAVED	MUN	79	VGOOD	127	508.00	25.40	0.00
17192	CNW-N	GLENCOE	2	OFF-DES		PAVED	CAR	40	POOR	118	472.00	1888.00	0.00
17192	CNW-N	GLENCOE	3	ON-DES	OFF	PAVED	MUN	35	POOR	147	367.50	1470.00	0.00
17192	CNW-N	GLENCOE	4	OFF-DES		PAVED	MUN	32	POOR	136	544.00	2176.00	0.00
17205	CNW-N	BRAESIDE	2	OFF-DES		PAVED	MUN	57	GOOD	78	312.00	156.00	0.00
17205	CNW-N	BRAESIDE	4	ON-DES	OFF	PAVED	MUN	21	VPOOR	22	55.00	220.00	0.00
17215	CNW-N	RAVINIA	1	OFF-DES		PAVED	MUN	35	POOR	72	288.00	1152.00	0.00
17215	CNW-N	RAVINIA	2	OFF-DES		PAVED	MUN	40	POOR	69	276.00	1104.00	0.00
17215	CNW-N	RAVINIA	3	OFF-DES		PAVED	MUN	30	POOR	19	77.64	310.56	0.00
17230	CNW-N	HIGHLAND PARK	1	OFF-DES		PAVED	CAR	28	POOR	125	500.00	2000.00	0.00
17230	CNW-N	HIGHLAND PARK	2	OFF-DES		PAVED	MUN	71	VGOOD	37	148.00	7.40	0.00
17230	CNW-N	HIGHLAND PARK	4	OFF-NON		PAVED	MUN	67	GOOD	66	264.00	132.00	0.00
17230	CNW-N	HIGHLAND PARK	5	OFF-DES		PAVED	CAR	46	FAIR	127	508.00	635.00	0.00
17230	CNW-N	HIGHLAND PARK	6	OFF-DES		PAVED	CAR	41	FAIR	80	320.00	400.00	0.00
17230	CNW-N	HIGHLAND PARK	7	OFF-DES		PAVED	MUN	82	VGOOD	51	204.00	10.20	0.00
17230	CNW-N	HIGHLAND PARK	8	OFF-DES		PAVED	MUN	40	POOR	33	132.00	528.00	0.00
17245	CNW-N	HIGHWOOD	1	OFF-NON		PAVED	CAR	51	FAIR	102	408.00	510.00	0.00
17257	CNW-N	FORT SHERIDAN	4	OFF-DES		PAVED	MUN	85	VGOOD	50	200.00	10.00	0.00
17257	CNW-N	FORT SHERIDAN	5	OFF-DES		GRAVEL	CAR	20	POOR	85	339.00	67.80	1356.00
17283	CNW-N	LAKE FOREST	1	OFF-DES		PAVED	CAR	79	VGOOD	131	524.00	26.20	0.00
17283	CNW-N	LAKE FOREST	3	OFF-DES		PAVED	CAR	56	GOOD	69	276.00	138.00	0.00
17283	CNW-N	LAKE FOREST	6	OFF-DES		PAVED	CAR	66	GOOD	67	268.00	134.00	0.00
17283	CNW N	LAKE FOREST	7	OFF-DES		PAVED	CAR	53	FAIR	49	196.00	245.00	0 00
17302	CNW-N	LAKE BLUFF	1	OFF-DES		PAVED	CAR	85	VGOOD	116	464.00	23.20	0.00
17359	CNW-N	WAUKEGAN	1	OFF-DES		PAVED	CAR	65	GOOD	135	540.00	270.00	0.00
17445	CNW-N	WINTHROP HARBOR	1	OFF-NON		GRAVEL	CAR	60	GOOD	16	62.00	6.20	248.00

Title:	Metra SYSTEMWIDE COMMUTER RAIL PARKING INVENTORY/ASSESSMENT: FINAL REPORT
Report Date:	September 1987
Author(s):	David A. Zavattero, Andrew J. Warcaba
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